

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA26 | Washwood Heath to Curzon Street

Baseline report (CH-001-026)

Cultural heritage

November 2013

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Department
for Transport

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Appendix CH-001-026

Environmental topic:	Cultural heritage	CH
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1 Introduction

1.1 Structure of the cultural heritage appendices

1.1.1 The cultural heritage appendices for the Washwood Heath to Curzon Street area (CFA26) comprise:

- baseline report (this appendix);
- a gazetteer of heritage assets (Appendix CH-002-026); and
- impact assessment (Appendix CH-003-026);

1.1.2 Maps referred to throughout the cultural heritage appendices are contained in the Volume 5 Cultural heritage map book.

1.2 Content and scope

1.2.1 This baseline provides part of the evidence base, along with Appendices CH-002-026 and Appendix CH-003-026 against which the assessment of assets that may be affected by the Proposed Scheme can be determined. It collates information about known and potential heritage assets from a variety of sources and presents a chronological description and discussion of the development of the study area, placing assets within their historical and archaeological context.

1.2.2 The baseline is structured as follows:

- Section 1 provides introductory material relating to the scope of the assessment, study area and key data sources;
- Section 2 provides background info on geology and topography;
- Section 3 provides a chronological description of the archaeological and historical development of the area;
- Section 4 provides an overview of the built heritage resource;
- Section 5 relates to a map regression;
- Section 6 provides a description of the historic landscape, including parks, gardens and important hedgerows;
- Section 7 describes the archaeological character of the route;
- Section 8 provides an overview of archaeological understanding and research potential;
- Section 9 provides information sources.

1.3 Study area

1.3.1 The Washwood Heath to Curzon Street area lies within the West Midlands and comprises parts of the civil parish of Birmingham.

- 1.3.2 All designated and non-designated assets within the land required temporarily or permanently for construction of the proposed Scheme and within 250m of it are detailed in this baseline assessment. In addition the settings of designated heritage assets up to 2km either side of the centre line of the Proposed Scheme have also been considered.
- 1.3.3 All identified assets are listed in Volume 5: Appendix CH-002-026 and shown on Maps CH-01-160b to CH-01-163 and CH-02-156b to CH-02-158.

1.4 Data sources

- 1.4.1 Sources examined as part of this baseline assessment include published secondary sources, cartographic sources, Historic Environment Record data for non-designated heritage assets and English Heritage National Heritage List data for designated assets. A full list of published sources can be found at in Section 9 of this appendix.

1.5 Surveys undertaken

- 1.5.1 Site reconnaissance field inspections to review the setting of historic assets and the character and form of the historic landscape were undertaken as part of this Environmental Impact Assessment (EIA).

2 Geology, topography and landform

2.1 Landscape and topography

- 2.1.1 The study area is located within the urban area directly east of Birmingham city centre. This area is divided south-west, north-east by the Birmingham and Derby line and the valley of the River Rea. To the south are residential areas such as Ward End and Saltley as well as the commercial and industrial areas of Washwood Heath, Bordesley, Digbeth and Deritend. To the north are the commercial and industrial areas of Nechells (such as Star City), Vauxhall and Millennium Point. To the west are New Street station, Moor Street station and Birmingham city centre, with St. Philip's Cathedral directly north-west.
- 2.1.2 Topographically, the area has its high point at the western end on the ridge, where the city centre is located, at approximately 110m above ordnance datum (AOD) and then falls away east along the valleys of the River Rea and then the River Tame to approximately 85m AOD at Bromford. The river valley is the dominant topographic feature defining the land use and views in this area. It is also the basis of the local floodplain and locally important wildlife corridors.

2.2 Geology

- 2.2.1 Central Birmingham is situated on a narrow Keuper Sandstone ridge, less than 0.5km wide, which extends from the Lickey Hills in the south-west to Sutton Coldfield in the north-east. The ridge, known as the Birmingham Fault, crosses the study area directly east of Moor Street station and Nechells Green.
- 2.2.2 The geological overview for the study area has found that the underlying solid geology comprises the Mercia Mudstone Group as far west as the Birmingham Fault, which lies between the surface features of Penn Street and Cardigan Street. The Arden Sandstone Formation occurs within the Mercia Mudstone as a thin discontinuous horizon of siltstone and sandstone. An outcrop of the Arden Sandstone is mapped towards the east of the study area, although borehole records in this location indicate that it is in fact at least 12m deep. The Bromsgrove Sandstone Formation, which is part of the Sherwood Sandstone Group, is present to the west of the Birmingham Fault across the remainder of the study area.
- 2.2.3 This solid geology is overlain by a continuous cover of glacial deposits and alluvial superficial deposits that consist mainly of river terrace sands and gravels. Superficial glacial deposits form a discontinuous layer across the upper parts of the River Rea valley and River Tame valley sides. In particular, glacial deposits are present across the area east of Aston Church Road and continue as far as the former Curzon Street Station (see Pleistocene potential). A notable feature is a buried glacial channel up to 30m deep and in-filled with glacial deposits at Aston Church Road and Network Park.
- 2.2.4 There are known areas of made ground identified within the study area. These are associated with land rising undertaken as part of general development and highway and railway earthworks in the area. Areas of particular note include the Birmingham and Derby line, the former Alstom railway works, the former LDV works, Mount Street Business Centre, Mainstream Forty Seven Industrial Park and Network Park Industrial Estate.

- 2.2.5 Made ground is consistently present from approximately 500m east of A4040 Bromford Lane to approximately 250m east of Aston Church Road, between Saltley Business Park and Freightliner Terminal Depot, and from Curzon Circle to the western extent of the study area at Park Street.
- 2.2.6 In addition, intermittent made ground is also present between approximately 130m east of Aston Church Road and around 10m east of High Street (B4114 Saltley Viaduct), as well as between A4540 Lawley Street Middleway and approximately 350m east of A4540 Lawley Middleway.

2.3 Boreholes

- 2.3.1 A review was undertaken of historic boreholes and historic land use within the study area with regard to potential for survival of palaeo-environmental remains, in particular within alluvial deposits within the valley bottom.

Pleistocene potential

- 2.3.2 In the north of Birmingham, older drift deposits infill a system of pre-glacial valleys. Whilst they lie 400m outside of the study area, these deposits are significant in understanding the broader Ice Age environment within the area. These older drift deposits are a result of two glaciations – the Lower and Upper Glacial periods, and an intervening Interglacial period. In Nechells, a remnant of the late-glacial period continued into the Interglacial period as a lake, which was gradually in-filled with lake deposits¹.
- 2.3.3 The series of silts and clays deposits (subsequently referred to as the 'Nechells interglacial deposits'), were located between two beds of gravel². These occupied an isolated semi-circular hollow measuring approximately 335m by 189m, with an apparent depth of 9m. It has been suggested that the origin for such a depression would have been consistent with a kettle-hole³.
- 2.3.4 Between 1950 and 1961, a number of boreholes and excavations were undertaken to provide detailed information on the stratigraphy as well as for lithology, floral and faunal analysis of the Nechells interglacial deposits⁴. These include six boreholes during groundwork for flats in the area of the former Claverdoon Street, Great Francis Street, Loxton Street, Bloomsbury Street and Great Lister Street which located the inter-glacial beds⁵. The inter-glacial beds were again observed during investigations for a new sewer at Nechells Parkway and the tunnelling for the sewer also exposed a part of the interglacial beds. This investigations help to give an idea of the depth of the inter-glacial beds within the higher ground above the city centre.

¹ Kelly, M. R. (1964) *The Middle Pleistocene of North Birmingham*, 533-592, in Philosophical Transactions of the Royal Society of London, Series B, Biological Sciences, No. 741, Volume 247

² Duigan, S. L. and Godwin, H. (1956) *Pollen analysis of the Nechells interglacial deposits, Birmingham*, 373-391. Quarterly Journal of the Geological Society, Volume 112; Sylvester-Bradley P. C. (1964) *Appendix: Cytherissa Lacustris (Sars) and other ostracods from Nechells*, 375-377, in Shotton, F. W. and Osborne, P. J. (1965) *The Fauna of the Hoxnian Interglacial Deposits of Nechells*, 353-378, in Philosophical Transactions of the Royal Society of London, Series B, Biological Sciences, No. 750, Volume 248.

³ Kelly, M. R. (1964)

⁴ Ibid

⁵ Ibid

- 2.3.5 Analysis of the Nechells interglacial deposits has provided invaluable data relating to the interglacial environment. The strata of the deposit from the boreholes showed a considerable variation in depth. The Nechells interglacial deposits were seen to be inter-bedded between sandy gravels. The upper gravels varied between 1 and 6m, with the lower gravels approximately 5m below the base of the channel. The Nechells interglacial deposits that were located here varied from about 3 to 15m in depth and included silts, clays and sands of varying composition, consistency and colour⁶.
- 2.3.6 Pollen analysis confirmed that the area of the Nechells interglacial deposits was once a mixed oak forest which was largely replaced by conifers. Whilst there is little evidence of climate change, the analysis has shown the possibility that conditions were becoming warmer and less dry⁷. The variety of insect fauna found within the deposits suggested similar climatic conditions to those of today. Fauna analysis also provided an indication that there was a change from a permanent lake to the conditions of sporadic flood plain pools within this area⁸.
- 2.3.7 Kelly concluded that the Nechells interglacial deposits followed a climatic improvement, where temperate deciduous forest developed from open 'sub-arctic' scrub and grass/herb communities⁹. Deterioration of soils during the long period of mild humid conditions led to the subsequent spread of heath and coniferous forest. Later deterioration of the climate resulted in a change to pine forests and heaths.
- 2.3.8 Within the vicinity of the Nechells interglacial deposits, other thin interglacial beds have been found, 1.2km south-west of Nechells at Cardigan Street, Duddeston and possibly at Washwood Heath, where a new railway cutting exposed a 'black band in the drift' in 1879¹⁰.
- 2.3.9 No evidence of inter-glacial deposits have yet been found within the study area. This is perhaps due to the topography of the study area and its location largely in the valley of the River Tame or it may be research bias within the excavations which have taken place within the study area. Despite this, there is still the possibility for isolated interglacial beds to be found within the areas of Nechells Green and Washwood Heath which would add to the information already gathered for the inter-glacial environment within the study area.

Historic land use

- 2.3.10 Ground disturbance has been identified throughout the study area from records of historic land use and previous archaeological investigations, which has resulted in areas of devoid of palaeo-environmental and archaeological potential.

⁶ Duigan, S. L. and Godwin, H. (1956)

⁷ Ibid

⁸ Shotton, F. W. and Osborne, P. J. (1965) *The Fauna of the Hoxnian Interglacial Deposits of Nechells*, 353-378, in Philosophical Transactions of the Royal Society of London, Series B, Biological Sciences, No. 750, Volume 248.

⁹ Kelly, M. R. (1964)

¹⁰ Ibid

- 2.3.11 Historic activity is noted by two landfill sites, 18 brickworks, two brick and tile works, four pit sites and two rail depots that are currently in use. These historic sites are recorded at Washwood Heath, Witton, Adderley Park and Bordesley Green, and they are presented in Table 1.
- 2.3.12 Sixteen archaeological investigations have been undertaken within the western part of the study area. These have been undertaken at:
- Eastside, Banbury Street – early prehistoric features found¹¹;
 - south of St Martins Queensway – medieval feature found¹²;
 - corner of Park Street and Bordesley Street – medieval and 17th century features found¹³;
 - adjacent to Park Street Gardens – medieval and post medieval features found¹⁴;
 - Allison Street – activity from the 12th to 19th century recorded¹⁵;
 - Moor Street – activity from 12th to 20th century recorded¹⁶;
 - Freeman Street – activity from 13th to 20th century recorded¹⁷;
 - Floodgate Street – activity from 17th to 20th century recorded¹⁸;
 - Curzon Street – 18th and 19th century features found¹⁹;
 - St Bartholomew's Chapel site, Albert Street and Chapel Street – 18th century features found and confirmed 20th century cemetery clearance²⁰;
 - east of Dale End – 20th century activity recorded²¹;
 - Snow Hill Queensway - 20th century activity recorded²²; and
 - Carrs Lane – features undated²³.

¹¹ Higgins, T. and Score, V. (2009) *An Archaeological Excavation Birmingham City University, Eastside Campus, Banbury Street, Birmingham*. University of Leicester Archaeological Services.

¹² Burrows, R. and Mould, C. (2000) *Historic Town-Plan Analysis and Archaeological Evaluation of Manzoni Gardens, Birmingham City Centre. Project No. 703*. Birmingham University Field Archaeology Unit.

Burrows, R. and Mould, C. (2000b) *Historic Town-Plan Analysis and Archaeological Evaluation of the Open Markets, Birmingham City Centre. Project No. 712*. Birmingham University Field Archaeology Unit.

¹³ Tavener, N. (2000) *Land on the southern corner of Park Street and Bordesley Street, Digbeth, Birmingham*. Marches Archaeology

¹⁴ Richards, G. (2007) *An Archaeological evaluation of land adjacent to Park Street Gardens, Birmingham*. University of Leicester Archaeological Services.

¹⁵ Duncan, M. (2007) *Digbeth Cold Store Birmingham: An Archaeological Evaluation*. Birmingham Archaeology and Porter, S. (2007) *The Brolly Works, Digbeth, Birmingham: Archaeological Evaluation and Excavation*. Archaeological Investigations Ltd.

¹⁶ Mould, C. (2000) *An Archaeological Evaluation and Excavation at Moor Street, Birmingham City Centre 2000, Post-excavation Assessment and Research Design. Project No. 687*. Birmingham University Field Archaeology Unit.

¹⁷ Hayes, L. (2006) *City Park Gate, Birmingham: Report on an Archaeological Evaluation*. Gifford.

¹⁸ Williams, J. (2001) *Floodgate Street, Digbeth, Birmingham: an archaeological evaluation. Project No. 787*. Birmingham University Field Archaeology Unit.

¹⁹ Gifford and Partners Ltd. (1997) *Report on Archaeological Recording and Evaluation at Millennium Point, Curzon Street, Birmingham*. Report No. B0378A.3R.

²⁰ Patrick, C. (2002) *Archaeological Evaluation at Plot 3 Masshouse, Birmingham, West Midlands*. Archaeological Service; Krakowicz, R. and Rudge, A. (2004) *Masshouse Circus, Birmingham City Centre Archaeological Recording*. Project No. 923. Birmingham Archaeology.

²¹ Goad, J. (2003) *An Archaeological Evaluation at Plot 7, Masshouse, Birmingham*. Historic Environment and Archaeology Service, Worcestershire County Council.

²² Ramsey, E. (2006) *Snow Hill Queensway, Birmingham: An Archaeological Excavation and Watching Brief. Project No. 1467*. Birmingham Archaeology.

Appendix CH-001-026

Table 1: Historic landfill and pit sites within the study area

Site details	Size (ha)	National Grid Reference (NGR) (site centred)
Washwood Heath:		
Landfill - rear of Freight Rover Works, Drews Lane	3.3	E411183, N289434
Rail depot (in use) - Washwood Heath	Unknown	E410377, N289302
Brickworks (two)	Unknown	E410860, N288865; E410785, N288930
Gravel pit - Lime Farm	Unknown	E410507, N288535
Sand pit	Unknown	E410015, N288510
Gravel pits (two)	Unknown	E409955, N288450; E409875, N288380
Witton:		
Landfill - North Park Road	9.9	E408900, N290900
Adderley Park:		
Brickworks (six) - Adderley Park	Unknown	E410025, N287495; E409995, N287420; E409990, N287340; E409935, N287300; E409710, N287075; E409540, N287065
Brickworks - Parkfield	Unknown	E409966, N287179
Brickworks - Britannia	Unknown	E409400, N287055
Rail depot (in use) - Adderley Park	Unknown	E409500, N287200
Bordesley Green:		
Brickworks - Bordesley Brickworks, Porters Way	3.1	E410400, N286500
Brickworks/landfill - Adderley Park, Adderley Road,	23.6	E409400, N286900
Brickworks – Garrison Farm	Unknown	E409205, N286990
Brickworks (two) – Garrison Lane	Unknown	E409317, N286857; E409108, N286536
Brick and tile works (two) - Globe	Unknown	E409515, N286714; E409515, N286714
Brickworks – Midland	Unknown	E409015, N286790
Brickworks (two) – St Andrew's Road	Unknown	E408745, N286585; E408686, N286415

²³ AOC Archaeology Group (2009) 25-31 Carrs Lane, Birmingham: A Desk-based Assessment and Archaeological Evaluation Report

3 Archaeological and historical background

3.1 Early prehistory

- 3.1.1 In Birmingham, evidence for early prehistoric activity largely comprises finds, such as stone axes, flint arrowheads and pottery from sand and gravel quarries as well as from within river terraces²⁴. In 2008 an excavation was undertaken at Banbury Street, now known as 'Eastside', Birmingham city centre, which revealed evidence of early prehistoric activity (WCS035).
- 3.1.2 The site at Eastside is located at the base of the narrow sandstone ridge that central Birmingham is built on. The area is a combination of undulating shallow peaks and troughs that fall sharply towards Digbeth and the River Rea valley. This environment provides for good organic clays within natural sands and gravels²⁵, resulting in the potential concealed archaeological remains, as found in the Eastside excavation in 2008.
- 3.1.3 It is suggested that due to fluvial erosion, local glacial drift sands and gravels had been washed downslope and collected within natural hollows, resulting in areas of impermeable deposits and periods of water-logging. Pollen analysis has confirmed this, with examples of sedges and moss spores detected within the clay sediments²⁶.
- 3.1.4 Within the site, a number of features were recorded that have been interpreted as possible large tree root features and/or animal burrows. The excavation revealed that these features were in-filled with the same organic clay that overlay them. Radiocarbon analysis was undertaken from a sample of the organic clay and results suggested activity from the Late Upper Palaeolithic to Early Mesolithic period. This dating was consistent with two flints that were recovered, as well as with most of the pollen results²⁷.
- 3.1.5 In the early prehistoric period, Greig²⁸ notes that the West Midlands area contained mixed woodland referred to as wild wood. The pollen retrieved from Eastside suggests prehistoric woodlands with local boggy areas (indicated by the presence of mosses and sedges) and damp grasslands. The possible tree root features could be physical evidence of birch and pine tree woodland²⁹.

²⁴ Buteux, S.T.E. and Lang, A.T.O. (2002) *Lost but not forgotten: the Lower and Middle Palaeolithic occupation of the West Midlands* in West Midlands Regional Research Framework for Archaeology, Seminar 1 - Earlier Prehistory: the Palaeolithic to the Bronze Age.

²⁵ Higgins, T. and Score, V. (2009) *An Archaeological Excavation Birmingham City University, Eastside Campus, Banbury Street, Birmingham*. University of Leicester Archaeological Services.

²⁶ Greig, J. (2009) *The Archaeobotanical Material (pollen and plant macrofossils)*, 29-36, in Higgins, T. and Score, V. (2009) *An Archaeological Excavation Birmingham City University, Eastside Campus, Banbury Street, Birmingham*. University of Leicester Archaeological Services.

²⁷ Ibid

²⁸ Greig, J.R.A. (2007) *Priorities in Mesolithic, Neolithic and Bronze Age Environmental Archaeology in the West Midlands* in Garwood, P. (ed), 2007, *The Undiscovered Country: The Earlier Prehistory of the West Midlands, The Making of the West Midlands, Vol. 1*. Oxbow Books

²⁹ Higgins, T. and Score, V. (2009)

- 3.1.6 The pollen also contained high percentages of grasses and sedges. The presence of rue and mugwort could indicate a possible open woodland canopy, which may be the result of clearance by prehistoric people³⁰. In these same early deposits, two flint artefacts of possible Late Upper Palaeolithic or Early Mesolithic period were recovered, which indicates the presence of hunter-gatherers in these early prehistoric woodlands.
- 3.1.7 Further evidence of earlier activity was also recorded on the site, from a pine charcoal horizon found above the grey silt layer. Radiocarbon analysis suggested a burning event across the area that dated to the Late Glacial period, but it is unknown if this was a deliberate attempt of clearance or as a result of natural fire. Evidence for the Late Glacial period has been seen previously in Birmingham, with a layer of peat being exposed during excavations for the Wholesale Markets³¹.

3.2 Later prehistory

- 3.2.1 The presence of the River Tame and River Rea would have provided an attractive location for settlement with ready water supply; however evidence of later prehistoric activity from the Neolithic to the Bronze Age is very limited within the study area. Within the West Midlands in general, the Bronze Age is poorly represented³², but there is evidence of activity within Sutton Park where part of a bronze flat axe and was recovered and in Handsworth a number of palstaves and cast axes were found³³. Sutton Park is also the location of possible Bronze Age structures including a possible timber platform or trackway found in 1762 during peat cutting. Aerial photographic analysis identified a possible Bronze Age settlement at Langley Brook, this site was excavated prior to the construction of the M6 Toll road and consisted of a ditch surrounding an internal area approximately 30m in diameter. Within the internal area was a single gully which surrounded a circular timber house. No dating evidence was recovered from the excavation however 60m upstream from the site was the location of a burnt mound³⁴, giving a strong indication of a Bronze Age date.
- 3.2.2 Although there is a lack of Bronze Age settlement evidence within the Birmingham area, burnt mounds, one of the more characteristic monument types of this period, are in relative abundance. Burnt mounds are the most numerous prehistoric monument found within the Birmingham area and through radiocarbon analysis, have been dated to the Bronze Age. These monuments are found across the country and in an area which otherwise lacks settlement evidence, are a good indication of Bronze Age activity. They were located adjacent to streams and water courses and consist of a pile or mound of heat-shattered rocks spread over an area of up to 10m to 20m in diameter. Often the mound has been eroded by the natural action of the neighbouring watercourse resulting in the heat-shattered rocks being exposed within the bank and identified in this way.

³⁰ Greig, J.R.A. (2007)

³¹ Osborne, P.J. (1980) *Report on the insects from two organic deposits of the Smithfield Market site, Birmingham* in Watts, L. (1980) *Birmingham Moat: Its History, Topography and destruction*. Transactions of the Birmingham and Warwickshire Archaeological Society, 89, 63-66 (1-77)

³² Hurst, D. (2011) *Middle Bronze Age to Iron Age: A Research Assessment Overview and Agenda, 101-126*, in Watt, S. (ed) *The Archaeology of the West Midlands, A Framework for Research*. Oxbow

³³ Hodder, M. (2004) *Birmingham the Hidden History*. Tempus

³⁴ Ibid

- 3.2.3 Over 40 burnt mounds have been located in the Birmingham area³⁵. Their function is unclear. It has been suggested that the rocks were used either for cooking to heat water, or for industrial processes that required creation of steam. The most likely explanation is that the mounds are the remnants of stones used for heating up sweat lodges, where water would be poured onto the heated stones to create steam. This idea is reinforced by the discovery of stakeholes at many sites which may have supported a tent-like structure. The urban and heavily developed nature of the study area, together with the canalisation of the river courses indicates that it is unlikely that any remains of burnt mounds will survive within the study area. However the presence of burnt mounds in close proximity to the study area indicates that Bronze Age activity was occurring and further, more focussed study and clearer research objectives within fieldwork investigations may yet yield settlement evidence.
- 3.2.4 In the Iron Age period, the study area and its immediate surrounding landscape lay at the junction of three Iron Age tribal groups – the Corieltauvi to the east, the Cornovii to the north-west and the Dobunni to the south-west³⁶. Aerial photography has provided evidence of enclosed settlements and hillforts within the West Midlands area³⁷, for example the hillforts at Castle Old Fort in Brownhills, Wychbury Hill in Hagley and Berry Mound to the south of the city centre³⁸. Settlement evidence within the Birmingham area is however limited to evidence of a farmstead found during the M6 Toll excavations and isolated finds³⁹.

3.3 Romano-British AD43-410

- 3.3.1 During the Romano-British period the West Midlands region was exploited for its rich natural resources. Evidence for settlement is limited across the region when compared to other areas of Britain⁴⁰. The Roman road Ryknild (Icknield) Street, which linked Metchley Roman Fort (now centred on Vincent Drive, Edgbaston) with Alcester to the south, and Wall and Watling Street to the north⁴¹ passes through Birmingham. The site of the fort at Metchley comprises two first century campaign forts - originally a large fort, 200 by 200m (4 ha) built AD 50/60s, which was later replaced by a smaller fort in AD 60-80s⁴². Jones⁴³ noted five distinctive phases of the Metchley Forts from AD 40/50s to the Post-Roman period, which demonstrated extensive demilitarisation of the West Midlands during the second century. Directly west of the fort a 'vicus', was located – a vicus is a settlement of civilian tradesmen, their associated workshops, dwellings and families who would have provided services to the Roman troops.

³⁵ Hodder, M. (2004)

³⁶ Esmonde Cleary, S. (2011) *The Romano-British Period: An Assessment, 127-147*, in Watt, S. (ed) *The Archaeology of the West Midlands, A Framework for Research*. Oxbow; Hodder, M. (2004)

³⁷ Hurst, D. (2011)

³⁸ Hodder, M. (2004)

³⁹ Ibid

⁴⁰ Esmonde Cleary, S. (2011)

⁴¹ Margary, I. (1973) *Roman Roads in Britain, third edition*. Baker

⁴² Roman Forts and Settlement: Metchley, Birmingham; <http://www.roman-britain.org/places/metchley.htm>; Accessed: 25 October 2012.

⁴³ Jones, A (2004) *Roman Birmingham 2, Metchley Roman Forts, Excavation 1998 – 2000 and 2002, The Eastern and Southern Annexes and Other Investigations* in Birmingham and Warwickshire Archaeological Society Transactions for 2004, Volume 108

- 3.3.2 Within the study area evidence of Romano-British settlement is provided by pottery fragments found at Moor Street⁴⁴ and Park Street in Birmingham city centre⁴⁵, and a coin found at the Metro-Cammell Works, Leigh Road, Washwood Heath. Elsewhere within proximity to the city Romano-British activity is provided by pottery kilns at Perry Bar and Sutton Coldfield, and at Castle Bromwich Castle⁴⁶ where evidence for a Roman timber building was recovered and interpreted as a possible gatehouse, guarding the river crossing.

3.4 Early medieval 410-1066

- 3.4.1 During the early medieval period, the study area was situated in the kingdom of Mercia. The record of Birmingham within the Domesday survey indicates that it was a substantial enough settlement to warrant taxation by 1086 and it seems likely therefore that it had been established during the Anglo-Saxon period. The place-name of Birmingham is an early medieval name meaning 'homestead of the Beormingas (people of Beorma)'⁴⁷ but despite this, material evidence of the early medieval period is relatively limited from within the study area. The extent of early medieval Birmingham (WCS033) is suggested as being between Curzon Street and Hockley Brook and a fragment of possible early medieval pottery was found at Moor Street⁴⁸. It has also been suggested that the area around Digbeth where the medieval centre of Birmingham was located would have been an attractive place for settlement and it may be that the expansion of the later medieval town has eradicated much of the ephemeral evidence for earlier settlement.
- 3.4.2 The study area and its immediate surrounding landscape were part of the Forest of Arden during the early medieval period and although small-scale, opportunistic clearance had taken place, population and settlement during this period may have been limited. The low-lying clay areas of south-east Warwickshire and south-east Worcestershire had a higher density of settlement, perhaps because of the lesser effort required to clear the land and to create suitable areas for agriculture. As population began to increase towards the transition from early medieval to medieval, the requirement for further agricultural and settlement land also increased. The forest and woodland areas would have been more intensively cleared with settlements established and pasture and arable land created.
- 3.4.3 There is evidence within the wider surrounding area for early medieval activity, and it is likely therefore that further evidence for early medieval activity within the study area will be recovered in future excavations if the appropriate research aims and objectives are applied to fieldwork activity.

⁴⁴ Mould, C. (2000)

⁴⁵ Hodder, M. (2004) *Birmingham the Hidden History*. Tempus

⁴⁶ Hodder, M. (2004); Castle Bromwich; http://www.pastscape.org/hob.aspx?hob_id=332117; Accessed 8 October 2012.

⁴⁷ Cameron, K. (1997) *English Place-Names*. Batsford

⁴⁸ Burrows, R. and Mould, C. (2000) *Historic Town-Plan Analysis and Archaeological Evaluation of Manzoni Gardens, Birmingham City Centre. Project No. 703*. Birmingham University Field Archaeology Unit

3.5 Medieval 1066-1540

- 3.5.1 At the time of the Domesday Survey, 1086, Birmingham was a part of the 'Coleshill' Hundred (a large administrative subdivision of land) together with 49 other settlements including Aston, Curdworth and Castle Bromwich. Birmingham constituted an insignificant agricultural settlement with nine households sharing two plough teams and supporting a population of around 50 people⁴⁹.
- 3.5.2 In 1166, Peter, Lord of Birmingham, obtained a royal charter to hold a market at his castle⁵⁰. Following the granting of this charter, the town went through a period of rapid economic growth⁵¹. Within a century, the settlement transformed into a prosperous manufacturing and market town that consisted of a moated manor house (Birmingham Moat) and a parish church (St Martin's), with a possible original market place in the area between them. To the south of the town lay industries such as tanneries (such as at Allison Street; WCS030) and to the east, a deer-park⁵². Little Park was a 16th century deer park belonging to the manor of Birmingham⁵³. The park lay north of Digbeth, east of Moor Street and a north-south ditch (WCS040) running parallel to Park Street is believed to have marked the western boundary. However, work carried out in 2007, suggests that the north-south boundary ditch may have been truncated or in fact lies further to the west within the area of Park Street Gardens⁵⁴.
- 3.5.3 The limits of the town have been suggested by Hodder⁵⁵ to have been formed by a watercourse in the south that extended from Birmingham Moat, which surrounded the medieval manor house in the east, to the Parsonage moat in the west. From here, the boundary may have extended north (possibly on the line of Worcester Street) and then turned south-east to run parallel with the marketplace and Digbeth, before turning west to cross Digbeth to join the Birmingham Moat. This north-eastern boundary is thought to be the earthwork known as the 'Hersum Ditch', which is mentioned in documents from the 14th to 17th century, as a boundary of a property located on the east side of Moor Street. The name has been loosely translated as lords or lordship ditch⁵⁶ and therefore indicating lordly authority⁵⁷. Archaeological evaluation and excavation in 2012 revealed that the southern arm of the boundary ditch measured approximately 7m wide and 2.4m deep⁵⁸.

⁴⁹ Morris, J. (ed) 1976, *Domesday Book: 23 Warwickshire*. Phillimore

⁵⁰ Birmingham – Gazetteer of Markets and Fairs in England and Wales to 1516; <http://www.history.ac.uk/cmh/gaz/gazweb2.html>; Accessed 8 October 2012.

⁵¹ Holt, R. (1985) *The Early History of the Town of Birmingham 1166-1600*. Oxford, Dugdale Society

⁵² Hodder, M. (2004)

⁵³ William Dargue – A History of Birmingham Places and Place-names from A to Y – Little Park, Washwood Heath; <http://billdargue.jimdo.com/placenames-gazetteer-a-to-y>; Accessed 10.06.13

⁵⁴ Richards, G. (2007)

⁵⁵ Hodder, M. (2004)

⁵⁶ Ibid

⁵⁷ Demidowicz, G. (2003) *The Hersum Ditch, Birmingham and Coventry: a local topographical term?*, 143–50. Transactions of the Birmingham and Warwickshire Archaeological Society, 106

⁵⁸ Kipling, R. (2012) *Archaeological Excavations at the Beorma Quarter, Digbeth, Birmingham (Phase 1)*

- 3.5.4 The 1296 Borough Rental is the earliest known census carried out in Birmingham that lists principal tenants renting land directly from William de Birmingham, lord of the manor. Within this census, ten streets are recorded within the 13th century town. This includes Egebastonstret (Edgbaston Street), le Parkestrete (Park Street), Overparkstret (now Moor Street), Novus Vicus (New Street) and Super Montem (the later High Street). These street names were largely signposts of locational names or topographical features. An example of this is Super Montem meaning 'upon the hill' where the street is located upon the higher ground above St. Martin's and Digbeth⁵⁹.
- 3.5.5 Street names can also identify trading routes with neighbouring settlements; such as Edgbaston Street, named after the early medieval manor of Edgbaston. Le Parkestrete (Park Street) and Overparkstret (now Moor Street) are locational names that refer to activity within the lord's manor – in this instance they refer to the sacrificing of the lord's land for the expansion of the town.
- 3.5.6 Whilst no evidence of houses or property boundaries have been found to-date, Birmingham, like other 'new' towns of this period, would have been laid out in regular burgages (plots of land typically much longer than they were wide), in order to give as many properties as possible access to the street frontage⁶⁰. Much of this medieval street pattern is still visible in the present layout⁶¹; especially so in the area of the Digbeth/Deritend settlement (WCS022)⁶². At Freeman Street, two pits and soils were located; these are believed to be at the rear of properties that would have fronted Moor Street. Within these pits, fragments of pottery and wasters were recorded. These pottery remains consisted of numerous small abraded fragments that suggest it may have derived from a refuse spread onto cultivated land. The inclusion of wasters indicates that there was a pottery kiln in the locality⁶³.
- 3.5.7 Further evidence of medieval activity was noted from an evaluation of the former Open Markets site in 2000. Located near the present St Martin's Church boundary, a large well (WCS033) 1.2m wide and 5.3m in depth had been recorded cut into the sandstone ridge. Due to the well's size, Burrows and Mould⁶⁴ have suggested that it was meant for communal rather than private use.

⁵⁹ Exploring Birmingham's Medieval Streets; <http://sarahhayes.org/2013/05/30/exploring-birminghams-medieval-streets>; Accessed 13 June 2013.

⁶⁰ Platt, C. (1976) *The English Medieval Town*. Secker and Warburg

⁶¹ Hodder, M. (2004)

⁶² Hislop, M. and Lobb, M. (2006) *7-8a Freeman Street, Birmingham: Historic Building Recording*. Birmingham Archaeology

⁶³ Hayes, L. (2006)

⁶⁴ Burrows, R. and Mould, C. (2000)

3.6 Post medieval 1450-1901

- 3.6.1 During the post-medieval period Birmingham developed as an industrial centre, due in part to its convenient location on a number of transport routes and also the availability of its natural resources. This is particularly shown by its waterways which enabled metalworking, leather tanning (as seen at Gough's hide yard, Fazeley Street (WCS047); now removed), bone-working, hemp and flax retting, and brick, tile and pottery manufacture, as evidenced through archaeological excavation. This industrial growth of the 17th century led to the subsequent expansion of the urban centre⁶⁵.
- 3.6.2 Birmingham established itself as a principal commercial area, the leading metal manufacturing centre in the country and attracted small craftsmen; especially those producing buttons, buckles, jewellery and steel toys during the 18th century⁶⁶. Associated with this was the development of Birmingham's armaments industry, leading to the establishment of a distinct gun quarter within Digbeth by the 18th century including the surviving Gun Barrel Proof House (WCS058). Another important industry was glassmaking and, while centred on Stourbridge and Dudley, Birmingham itself had 18 glassworks during this period. One of the earliest was in Edgbaston Street; later glassworks included Belmont Glassworks and Aston Flint Glassworks⁶⁷. Between 1727 and 1731, Freeman Street was laid out and trades such as buckle makers, button makers, jewellers and brass founders were recorded alongside. While much of the street has recently been cleared, a single extant 18th century building survives in the much altered Fox and Grapes Public House (WCS051). The significance of Freeman Street lies in its historic value as a surviving remnant of the post-medieval street pattern and the archaeological value it possess in the number of different types of small industry and leisure premises which were constructed here.
- 3.6.3 In 1768, construction began on the Birmingham Canal (its terminus was at Newhall Wharf but this has since built over) and Paradise Wharf (also known as Old Wharf) near Gas Street Basin to link the Staffordshire and Worcestershire Canal at Aldersley. A 16km (10 mile) section of canal from the Wednesbury coal mines and Paradise Street was in use from 1769 and halved the cost of coal overnight⁶⁸. The Birmingham terminus at Newhall was completed two years later and was eventually used for all goods except coal⁶⁹.
- 3.6.4 The success of the first Birmingham canal led to mine owners in the area around Dudley to plan their own canal. The Dudley and Stourbridge Canal connected through the Dudley Tunnel to the Birmingham Canal system in 1792. Six years later an extension called 'Line No. 2' ran through a tunnel at Lapal, to reach the Worcester and Birmingham Canal. In 1789, the Birmingham and Fazeley Canal (from Birmingham to Tamworth) was completed⁷⁰. This provided a link between the Coventry Canal and Birmingham; thereby connecting Birmingham to London via the Oxford Canal⁷¹.

⁶⁵ Hodder, M. (2004)

⁶⁶ Stephens, W.B. (ed) 1964, *A History of the County of Warwick: Volume 7: The City of Birmingham*. Victoria County History

⁶⁷ Hodder, M. (2004)

⁶⁸ Freeman, M.D. (2003) *Smethwick and the BCN*. Sandwell MBC and Smethwick Heritage Centre Trust

⁶⁹ Hadfield, C. (1985) *The Canals of the West Midlands*. David and Charles

⁷⁰ Ibid

⁷¹ Rolt, L.T.C. (1985) *Navigable Waterways*. Penguin

- 3.6.5 In 1799, the Digbeth Branch Canal was completed and linked the Birmingham and Fazeley Canal at Aston Junction and the Grand Union Canal at Digbeth Junction in Digbeth. The branch canal is relatively short at approximately 2.4km but over that length has six locks leading down from Aston Junction. These locks are known collectively as the Ashted Locks (WCS074). The canal also passes through a Grade II listed tunnel (the 1838 section of railway bridge to Curzon Street over Digbeth Branch Canal; WCS075). The canal joins with the Birmingham and Warwick Junction Canal at the Warwick Bar stop lock before entering the Typhoo Basin at the 'Digbeth or Proof House Junction'. The entire canal is situated within the Warwick Bar Conservation Area⁷².
- 3.6.6 In 1792, the construction of the Worcester and Birmingham Canal began at the Gas Street Basin, however the Birmingham Canal Navigations Company insisted on a physical barrier to prevent the canal benefitting from their water. Therefore, a barrier seven feet wide was constructed to separate the canals; the remains of the 'Worcester Bar' can still be seen today⁷³.
- 3.6.7 The Grand Junction Canal (from Northamptonshire to Brentford) was the principal link between London and the rest of the UK's canal system, however it was the route to Birmingham via the River Thames and the Oxford Canal that came first in 1805⁷⁴.
- 3.6.8 The Birmingham and Warwick Junction Canal, a short canal connecting the Digbeth Branch of the Birmingham and Fazeley Canal to the Warwick and Birmingham Canal near the Gravelly Hill Interchange, was opened in 1844. In 1929, it was bought by the Regent's Canal Company to form part of the Grand Union Canal (linking London to Birmingham) and was extended in 1932 to form the amalgamation of several canals⁷⁵.
- 3.6.9 New outlying areas of development emerged along the routes leading out of Birmingham (by road, canal, and railway) due to the demand for new industrial and residential sites by the mid-19th century. Until then, the boundaries of Birmingham defined the administrative limits of the town, which were entirely within Warwickshire. To the north, lay Handsworth parish (in Staffordshire), with its hamlet Perry Barr; to the east, Aston parish (in Warwickshire) comprising of the townships of Aston, Witton, Erdington, Water Orton, Castle Bromwich, Little Bromwich, Bordesley, Deritend, Duddeston with Nechells, and Saltley with Washwood. To the south, Birmingham was bound by Edgbaston (in Warwickshire) and to the west, by the Harborne parish (in Staffordshire) and its chapelry of Smethwick. By 1832, the eastern half of Birmingham and parts of Aston became densely populated and the townships of Duddeston, Nechells, Deritend and Bordesley (all in the parish of Aston) and Edgbaston were included⁷⁶.

⁷² Hadfield, C. (1985)

⁷³ Ibid

⁷⁴ London Canal Museum; <http://www.canalmuseum.org.uk>; Accessed 5 October 2012.

⁷⁵ Canal and River Trust; <http://canalrivertrust.org.uk/>; Accessed 5 October 2012.

⁷⁶ Stephens, W.B. (ed) 1964

- 3.6.10 In 1838, Birmingham was granted its charter and the parliamentary borough boundaries were taken as those for the new municipality. Included within the borough, but outside the parish boundary, were the townships of Duddeston and Nechells, and Saltley, which included Washwood Heath. First recorded in 1730, Nechells had four farms and a cottage, while Duddeston had five farms and few houses. By the mid-19th century, Nechells developed as an area of small working-class houses along the left bank of the River Rea and, along with Duddeston, had a population of over 20,000. Saltley centred on a small hamlet east of Saltley Bridge, which linked it with Duddeston on the other side of the Rea. By 1760, there were a few larger houses on the western edge of Washwood Heath. During the 18th century wealthy merchants bought and built within these areas but the arrival of the railway was to impact this area, like many others⁷⁷.
- 3.6.11 The final stimulus for the urban development of Birmingham as a whole came in the late 1830s with the arrival of the railway. The railways exploited the, as yet relatively underdeveloped, River Rea valley as a natural transport corridor into Birmingham. The arrival of the railway to Birmingham was motivated by the success of the Liverpool to Manchester Railway, which opened in 1830.
- 3.6.12 The Liverpool to Manchester Railway had proven itself as a commercial venture providing the first inter-city passenger service in the country, while providing an important function for moving goods and raw materials between the port of Liverpool and the cotton mills of Manchester. It was quickly decided that Birmingham would benefit from its own railway system, marking the start of the struggle to establish the first line into the city. One of the natural hubs for the railway was to the east of the city, it having been decided that the incline into the city centre presented too great a difficulty to warrant extension, a decision that was quickly overturned.
- 3.6.13 Curzon Street became the terminus for two major railway companies; the London and Birmingham Railway and the Grand Junction Railway.
- 3.6.14 The London and Birmingham Railway represented the first mainline railway to enter London, providing a link between the capital and the burgeoning industrial centre at Birmingham. The 180 km (112 miles) were surveyed by Robert Stephenson with a terminus at Euston for London and one at Curzon Street in Birmingham. The first bill was submitted in 1832, but was rejected due to the overwhelming opposition by local landowners and those with an interest in the roads and canals, who were worried about the competition. However, the submission of a second bill only a year later was successful and the Act passed for the new line.

⁷⁷ Stephens, W.B. (ed) 1964

- 3.6.15 The Minutes of Evidence describe a line that “will prove of great public advantage, by opening an additional, cheap, certain, and expeditious Communication between Metropolis, the Port of London, and the large manufacturing town and neighbourhood of Birmingham; and will at the same time facilitate the means of transit and traffic for Passengers, Goods and Merchandise, between these places and the adjacent districts and the several intermediate towns and places”⁷⁸. The document highlights the inadequacies of canal transport, citing frequent instances of freezing or closure for cleaning leading to costly delays. Road transport fares no better with evidence of high fares and frequent breakages. Canal companies were appeased by supporting evidence of increased profits for the Leeds and Liverpool Canal as a direct result of the Liverpool and Manchester Railway, and a promise of an interchange wharf alongside Curzon Street to enable the transfer of goods between canal and rail. This relationship with the canal was to prove an important one for both parties with the abundance of interchange wharfs resulting in a doubling of goods tonnage being carried by canal between 1848 and 1898⁷⁹.
- 3.6.16 The line ran from London through Rugby and Coventry to Birmingham. As it approached Birmingham the line was directed through Hampton-in-Arden, running to Stechford, and thus, entering Birmingham from the east. The location for a Birmingham terminus was an area of open land at Nova Scotia Gardens, owned by Earl Howe. The position was not ideal, being located a mile outside the city, but the decision was one motivated by cost with the incline into the city too great to justify the additional expense for the fledgling project. The success of the railway in Birmingham was quickly realised and proposals for a new central station were submitted soon after opening; however, it came too late for the London and Birmingham Railway.
- 3.6.17 The Curzon Street site was purchased as a joint agreement with the Grand Junction Railway; however, the London and Birmingham Railway was the first to arrive and quickly established itself in prime position along New Canal Street with an additional goods station across Curzon Street, leaving only a small parcel of land for the Grand Junction Railway. The London and Birmingham Railway employed a single architect to design both the station at Euston as well as that at Curzon Street so to create a unified image. The two stations were designed by Philip Hardwick in a monumental classical style. Although smaller in scale and costing a fraction of the price his station at Curzon Street (WCS041) employed the more ornate Ionic order in contrast to the simple Doric columns at Euston. The archive drawings show a simple three-storey building entered from a central doorway on New Canal Street, with an opposing entrance onto the railway. The symmetry of the station was originally designed to be continued by large flanking archways; however, only that to the left was ever executed. Land for the right arch belonged to the Gooch brothers from Suffolk, who owned a row of cottages on the site. The railway underestimated the cost of acquiring the site and could not afford the high price demanded by the brothers. The cottages remained on site until the 1870s, when a new excursion station was constructed. While the line was being constructed, a decision was made to provide accommodation for passengers and a hotel was incorporated, complete with, reputedly, the country’s first railway refreshment room⁸⁰. Designs for a grander hotel were put forward as early as 1839, removing the entrance arch to the left.

⁷⁸ Anon (1832) *Extracts from the Minutes of Evidence Given Before the Committee of the Lords of the London and Birmingham Railway Bill*.

⁷⁹ Foster, R. (1990) *Birmingham New Street: The Story of a Great Station*. Oxon

⁸⁰ Ibid

- 3.6.18 The Curzon Street railway goods yard (WCS031) was erected to the north of Curzon Street, with a level crossing over the street. The works involved extensive levelling of the site to accommodate the lines and goods station buildings to the north. It was originally agreed by the company that they would provide a footbridge for pedestrians, the plans for which survive in the archives; however, the structure was never built on the agreement that trains would be limited to four a day.
- 3.6.19 The success of the railway in Birmingham and the internal competition between lines lead, inevitably, to the emergence of larger railway companies. In 1846 the London and Birmingham Railway amalgamated with the Grand Junction Railway (by then part of the Liverpool to Manchester Railway) to create the London and North West Railway. The amalgamation was not a smooth process, as the London and Birmingham Railway felt themselves to be strong enough on their own. As early as 1844, the Grand Junction Railway put forward plans for the Birmingham and Oxford Junction Railway in an attempt to force the Land Birmingham Railway into a union. The line was to run from the Oxford and Rugby line into Birmingham and had gained the support of a number of wealthy businessmen within the city who were against the monopoly held by the London and Birmingham Railway⁸¹. Furthermore the line was to be leased to the Great Western Railway, the London and Birmingham Railway's greatest rival. The ploy was successful and the Grand Junction Railway and London and Birmingham Railway amalgamated in 1845. However, the Grand Junction Railway had underestimated the success of its proposals and with royal assent being given in 1844, they were forced to make good their promises. The result was a new line running into Curzon Street from the south-west along the newly constructed Bordesley Viaduct. The line was never completed due to the objections of the London and Birmingham Railway and their refusal to let it cross their lines. Instead the Great Western Railway took control and extended the line north through a tunnel under the city to a new terminus at Snow Hill, which opened in 1852. The increasing popularity of this new line created a need for a second station, it being cheaper to achieve than the widening of the tunnel. The new station was created at Moor Street (WCS038) which opened as a temporary station in 1909. The present station was completed in 1914, with an extensive goods yard to the rear, partly under the viaduct.
- 3.6.20 The London and North West Railway was in a much stronger position to continue the railway to a more convenient site within the city centre moving away from Curzon Street, an idea already explored by the London and Birmingham Railway. Plans for the extension were submitted in 1846, with the line running to the south of Curzon Street and into a new station at New Street⁸². The work involved significant alteration at Curzon Street. The new lines required the extension of the existing bridge over the Digbeth Branch Canal effectively putting the canal in tunnel, the Lawley Street Viaduct (WCS024) was also raised to accommodate the new lines.
- 3.6.21 Curzon Street Station (British Rail Goods Office; WCS041) closed to passengers with the opening of New Street station, but remained in use for excursions until 1893 when it became a goods station with a fish market to the west and cattle market occupying the eastern parcel. The station finally closed in 1966.

⁸¹ Foster, R. (1990)

⁸² Boynton, J. (2002) *The London and Birmingham Railway Between Birmingham and Coventry*. Kidderminster

- 3.6.22 Although the London and Birmingham Railway was the first railway to establish itself at Curzon Street, it was the Birmingham and Derby Junction Railway that could claim to be the first railway into Birmingham, providing a direct connection to Liverpool via the Liverpool to Manchester Railway at Newton Junction. The line was surveyed by three engineers, headed by George Stephenson; however, as the line progressed internal disputes lead to the Joseph Locke taking on the bulk of the engineering. The Act was passed in 1833, with the line completed in 1838. However, the line that opened differed to that originally designed due to the objections of James Watt who owned Aston Hall. Watt refused permission to run the line through his estate and Locke was forced to survey a new route that ran past Aston village before entering Birmingham from the south-east⁸³.
- 3.6.23 Although it was the first line to connect to Birmingham, the railway never made it into the city, having a temporary terminus at Vauxhall to the north, on the site of Duddeston Station. When Curzon Street was established as a joint venture between the London and Birmingham Railway and the Grand Junction Railway, they took over a small parcel of land to the north, accessed via the Lawley Street Viaduct (WCS024). The viaduct was subsequently raised in the 1850s by the London and North West Railway as part of their development of New Street station. The original agreement had been for the sharing of the land, with each company establishing their own station; however, due to the poor relationship between the two surveyors and the delay in the extension of Grand Junction Railway, the London and Birmingham Railway took the most advantageous site, leaving the Grand Junction Railway with a small parcel of land along Curzon Street.
- 3.6.24 A new station was designed by the architect Joseph Franklin. Franklin was based in Liverpool and the final designs for the station reflected this with comparisons being made with Liverpool's Lime Street Station. This was probably a deliberate move to reinforce the connections of the Grand Junction Railway with the Liverpool to Manchester Railway, a situation that was formalised as early as 1844. Due to the constraints of the site, Franklin designed an imposing screen wall to run along Curzon Street (WCS076), extending as far as the canal. Behind the wall were simple sheds providing arrival and departure platforms, alongside stables and carriage sheds. Foster⁸⁴ describes a classical facade with four large arched entrances divided by substantial pilasters supporting a deep cornice and parapet. At ground level was a dressed sandstone plinth, evidence of which remains extant. Due to the lack of space at Curzon Street the terminus for goods traffic remained at Vauxhall.
- 3.6.25 The use of the same site for two stations was never a practical one and it was soon realised that Curzon Street could not function on this basis. It was quickly agreed by both parties that an arrangement was required by which all northbound services would use the Grand Junction Station while those running south could use the London and Birmingham platforms. This agreement was to lay the foundations of the eventual merger of the two companies to form the London North West Railway in 1846.

⁸³ Boynton, J. (2002)

⁸⁴ Ibid

- 3.6.26 The third line running into Birmingham from the east was the Birmingham and Derby Junction Railway. The original plan was to provide a route from Derby to London, terminating at Hampton-in-Arden where trains could join the London and Birmingham Railway into Birmingham. Agreements with the Midlands Counties Railway resulted in an abridged route with no branch line to Hampton being submitted in 1836. The bill was passed and the 68km (42 miles) line opened in 1839; however, it was soon realised that the Midland Counties Railway had revoked their promise and submitted plans for their own branch line to Erewash Valley, in competition with the Birmingham and Derby Junction Railway. The Birmingham and Derby Junction Railway passed a fresh bill in 1840 to open their Hampton Branch known as the Stonebridge Railway which ran from Whitacre to Hampton with intermediate stations at Castle Bromwich, Water Orton and Coleshill and a terminus at Lawley Street, to the east of Curzon Street. The Lawley Street terminus contained passenger and freight facilities, locomotive maintenance and repair shops. It connected with the Grand Junction Railway by an incline beyond Vauxhall Junction; however, the system of moving wagons between the lines was not ideal with a lift installed adjacent to the viaduct⁸⁵.
- 3.6.27 The Birmingham and Derby Junction Railway was short lived and was amalgamated with the North Midlands Railway under the direction of George Hudson. By 1844 disagreements with the Midland Counties Railway had also been resolved and the two companies joined to form the Midland Railway. The bigger company was in a much stronger position to negotiate with the London and North West Railway and, with the opening of New Street station an agreement was made for a new spur into Curzon Street with leaving Lawley Street for goods traffic⁸⁶. The site was subsequently remodelled with the construction of a new three-storey warehouse and the realignment of the line to New Street. This realignment involved a further extension of the canal tunnel with a new steel structure added onto the existing brick arch.
- 3.6.28 As part of the Midland Railway, a new marshalling depot was established at Washwood Heath (WCS003). The depot formed part of their Derby to Bristol line, operating from the former Birmingham and Derby Junction Railway line. The depot opened in 1877 as a marshalling line for wagons, conveniently located adjacent to Joseph Wright and Sons carriage works (subsequently known as Metropolitan Railway Carriage and Wagon Company Ltd). Initially the sidings ran off the down line, allowing the transfer of carriages before entering Birmingham. The depot quickly expanded, with an additional four lines added in 1891. By 1918 new sidings were also added to the up line as the depot was now serving all of the main railways within the area. Further expansion and upgrading occurred in the 1930s, principally for the movement of coal.
- 3.6.29 Lawley Street remains in use as a freight terminal although none of the original railway structures survive. The main shed was destroyed by fire in 1937, while the offices were destroyed during an air raid in 1940.

⁸⁵ Boynton, J. (2002)

⁸⁶ Ibid

- 3.6.30 The arrival of the railway into Curzon Street brought with it associated development. New industries established themselves around the terminus, taking advantage of both the railway and the canals which remained in use as a thriving transport network. Small manufactures established themselves in workshops on the edge of the city, still seen among the modern commercial buildings. Alongside these were constructed establishments for public entertainment, with a significant number of public houses erected close to the railway terminus, including the Woodman (WCS055) and the Eagle and Tun (WCS034), both on New Canal Street and the Midland Tavern (WCS065) on Erskine Street.
- 3.6.31 By the mid-19th century, significant industrial activity had encroached eastwards, into areas such as Saltley and Washwood Heath. In 1844, Joseph Wright built his Saltley Carriage Works beside the new Derby (Midland) Line, north of Saltley High Street. Due to the great expansion of railways, the works prospered and expanded with another works producing rolling stock on the restricted site between the London and North Western Line and Arden Road: by the end of the century, Britannia Works had filled the site⁸⁷. By 1862 Wright's works had become the Metropolitan Carriage and Wagon Company with 1,200 workers, this then merged with four other carriage and wagon builders to become the Metropolitan Amalgamated Railway Carriage and Wagon Company, and then due to further merger, the Metropolitan-Cammell Carriage and Wagon Company Ltd; now known as the Midland Works of the Metropolitan-Cammell Company⁸⁸. The derelict remains are visible, as part of the former Washwood Heath depot (WCS003).
- 3.6.32 At Park Street, the post medieval period saw the site of the previous medieval deer park used as fields and gardens, with St Michael's school buildings constructed in the south. By the 18th century, the rapid growth in Birmingham's population resulted in overcrowded burial grounds and a solution was rapidly required. Birmingham had, until the provision of the 1772 Act, been poorly served with burial grounds with just three burial grounds at St. Martin's, St. Phillip's and St. Bartholomew's. In 1772 'An Act for building two new chapels and providing burial places thereto, within the Town of Birmingham, in the County of Warwick' was passed⁸⁹ and two new chapels of ease for the main parish church of St. Martin's were constructed. St. Mary's was the first chapel constructed and consecrated in 1774 with St. Paul's consecrated in 1779. This provision for extra burial grounds provided only a short-lived solution as burials continued in the St. Martin's burial ground and just nine years later, in 1781, it was recorded that St Martin's churchyard boundary walls to the south and south-east had begun to bulge and collapse under the weight of the buried remains. Under the 'Act for Lighting and Cleansing the Streets', the wall and buttresses had to be removed and rebuilt. It was at this time that land was purchased in the southern part of the churchyard and made available for re-internment of disturbed burials⁹⁰.

⁸⁷ Manors of Aston Parish by John Morris Jones – Saltley and Little Bromwich; http://www.bgfl.org/bgfl/custom/resources_fpf/clientftp/teacher/history/jm_jones/aston_manors/saltley/index.htm; Accessed 13.06.13

⁸⁸ A Brief History of the Metropolitan Railway Carriage and Wagon Company Ltd. 1845-1945; <http://www.metcam.co.uk/>; Accessed 13.11.12

⁸⁹ Sawkill, J. (2010) 'An Act for building two new chapels and providing burial places thereto, within the Town of Birmingham, in the County of Warwick': an overview

⁹⁰ Adams, J. (2006) *The Parish, the Church and the Churchyard*, 6–23, in Brickley, M.; Butueax, S.; Adams, J. and Cherrington, R. (2006) *St Martin's Uncovered: Investigations in the churchyard of St. Martin's-in-the-Bull Ring, Birmingham 2001*. Oxbow

- 3.6.33 In 1807, just over 1ha of land was purchased in Park Street, at the cost of £1,600 to create more space for burials, and was created as a detached burial ground from St Martin's Church⁹¹. The land was laid out and enclosed by substantial railed walls and officially consecrated on the 1 June 1810, with the first burial on the 16 June of Mr John Simms. An entry within Showell's Dictionary of Birmingham⁹² claims thousands of burials from all classes were then interred within the burial ground. However, with proximity to the church being an indicator of a prestige burial place, the burial ground at Park Street soon became an undesirable location and the site became a lower status burial site for the poor. Brickley⁹³ claims it is likely that more women and children may have been interned within the 'overflow' burial ground.
- 3.6.34 In 1851, the implementation of the London North Western Railway line through the southern part of Park Street burial ground bisected the detached burial ground, as illustrated in John Tallis' Plan of Birmingham (1851). This division resulted in the ground being uncared for and then locally known as the 'black spot' of town⁹⁴. In common with most burial grounds located within urban centres, the threat of disease from the sheer numbers of bodies interred in close proximity to residences led to a move to close these burial grounds and open up new sites away from the densely populated centres. In 1857, the burial ground was closed to ordinary burials indicating that burials within family plots would still be accepted. In 1863, the Witton Cemetery opened. This was a burial ground located outside the city centre and run by the Town Council. A further burial ground was opened in Warstone Lane, this one being a private Anglican cemetery which catered for those who could afford a family vault⁹⁵.
- 3.6.35 Due to public health concerns, in 1875 the Secretary of State issued an order that throughout the city all burials within churches should stop. All burials had ceased at Park Street in 1873 and in 1878 an Act of Parliament was obtained by Birmingham Corporation, with consent from the Bishop of Worcester, to acquire closed neglected burial grounds and to turn them into areas of recreation. At Park Street, after 0.2ha of the burial ground was given to widening of the adjacent streets, the remainder was fenced in and transformed into Park Street Gardens as a 'health resort for the local children' in 1880⁹⁶.
- 3.6.36 In 1894, due to an extension of the LNWR through Birmingham, the City of Birmingham Lamp Department was employed to exhume a number of human remains from the Park Street burial ground and deliver them to Witton Cemetery for re-internment. From the 28 June until the 24 December 1894, a total number of 1,151 burials were removed from the burial ground, which comprised of 11 lead coffins, 13 wood coffins and 1,127 articulated skeletons. No burial furniture was removed⁹⁷.

⁹¹ Allen, J. (1849) *A Pictorial Guide to Birmingham*. Birmingham

⁹² Showell, W. (1885) *Showell's Dictionary of Birmingham*. Birmingham Cornish Brothers

⁹³ Brickley, M. (2006) *The People: Physical Anthropology, 90–151*, in Brickley, M.; Butueax, S.; Adams, J. and Cherrington, R. (2006) *St Martin's Uncovered: Investigations in the churchyard of St. Martin's-in-the-Bull Ring, Birmingham 2001*. Oxbow

⁹⁴ Showell, W. (1885)

⁹⁵ Adams, J. (2006)

⁹⁶ Showell, W. (1885)

⁹⁷ Public Works Department (1894) *Removal of Graves and Graveyards*

- 3.6.37 Both St Martin's churchyard and the now closed burial ground of Park Street were made publically accessible in 1927 by the City Council, which passed a new by-law allowing them to be open to the public. Redevelopment of the Bull Ring Shopping Centre in the 1960s resulted in surrounding roads being altered and numerous remains from St Martin's churchyard being transferred to Witton Cemetery. In 1998, the City Corporation, under the Town and Country Planning Act 1990, obtained an appropriation order that meant the Church no longer had control over the land, so deemed the property of the corporation⁹⁸.

3.7 20th century/modern 1901-present

- 3.7.1 The success of Birmingham during the Industrial Revolution and the establishment of a large number of important industrial sites in the region, led to the area being a prime target for German bombers during World War II. From the period between 1940 and 1943, around 2,000 tonnes of explosive were dropped on the city centre. Despite this, Birmingham became an important contributor to the war effort with areas such as Castle Bromwich producing 59% of all Spitfires⁹⁹.
- 3.7.2 Further World War II activity is demonstrated at Eastside by an Air Raid Precautions Cleansing Station (Decontamination building; WCS031) constructed at a public works depot in 1939. A building survey was undertaken in 2009 to confirm plans of the building shown as a single storey structure with a second added in 1940. The unit was intended to provide cleansing facilities for people working in decontamination squads who might be exposed to gas or chemical agents dropped during enemy air raids. Therefore, the units contained air locks, undressing rooms, showers, washing areas and boiler rooms¹⁰⁰.
- 3.7.3 The post-war period saw the creation of regeneration areas within the centre of Birmingham to provide self-contained 'new towns'; to house communities, complete with shopping centres, open spaces, churches, schools, and other public buildings. The towns identified for regeneration included Duddeston, Nechells, Summer Lane, Ladywood, Bath Row, and Gooch Street - lying in a horseshoe shape round the centre of Birmingham and consisting largely of slum property and obsolete industrial and shop premises¹⁰¹. These developments led to the removal of some of the more significant transport elements, including the closure of British Rail Goods Office (former Curzon Street station; WCS041) and the Curzon Street goods shed (WCS031), now the site of Millennium Point, in 1966 and the rebuilding of the old New Street station.

⁹⁸ Adams, J. (2006)

⁹⁹ Castle Bromwich History; <http://www.solihull.gov.uk/localhistory/16337.htm>; Accessed 9 November 2012

¹⁰⁰ Bacon, R. (2009) *Plot 28, Eastside, Birmingham, World War II Decontamination Unit: Archaeological Building Recording*. Wardell Armstrong

¹⁰¹ Stephens, W.B. (ed) 1964

- 3.7.4 By the late 20th century, urban areas such as Nechells and Duddeston had seen their character change from residential to industrial with the construction of railway lines, gas works, and power-stations¹⁰². In other areas, urban patterns had been established. Directly north of Washwood Heath, the building of railway works and the Wolseley motor-car factory, the extension of the residential area north and east of Ward End Park, and the building of a housing estate and an isolation hospital in the angle between the London-Birmingham railway line and the River Cole, completed the urban pattern that characterised Saltley and Ward End¹⁰³.
- 3.7.5 The Wolseley Motor Works, an offshoot of the Sheep-Shearing Company, came to Common Lane, Washwood Heath in 1889 and produced its first car in 1896¹⁰⁴. Wolseley was bought out by William Morris in the 1920s and he moved his car assembly activities from the Adderley Park plant, which then became the Morris Commercial, to the site. Morris Minor engines were then produced alongside Wolsley cars¹⁰⁵. During the wars, like most other factories, the works expanded rapidly to carry out war work contracts¹⁰⁶. In 1945 car production recommenced, but three years later production was re-located to Cowley, Oxford leaving the site for motor parts production only until its closure in 1972. With the formation of the British Leyland Motor Company, the works became the Austin Morris transmission plant. In 1989 British Leyland Motor Company's Freight-Rover became Leyland-DAF Vans, which became LDV Limited in 1993 until its bankruptcy three years later. The works have since been demolished, including the locally listed former offices (WCS085) and boiler house chimney (WCS086).
- 3.7.6 By the 20th century/modern period, the study area is characterised by the construction of large scale commercial and retail developments, road networks and areas of recreation. This is seen within both the city centre and the suburbs, with developments such as the Bull Ring, Eastside City Park and Aston Expressway. These large-scale developments have led to the erosion of much of the city's heritage; however, fieldwork undertaken in advance of these developments - such as the evaluation undertaken at Masshouse by Worcestershire Historic Environment and Archaeology Service in 2003 - has done much to record and document the earlier history of Birmingham¹⁰⁷.

¹⁰² Stephens, W.B. (ed) 1964

¹⁰³ Ibid

¹⁰⁴ Wolseley History; <http://www.wolseley.com/index.asp?pageid=24>; Accessed 13.06.13

¹⁰⁵ William Dargue – A History of Birmingham Places and Place-names from A to Y – Little Park, Washwood Heath; <http://billdargue.jimdo.com/placenames-gazetteer-a-to-y>; Accessed 10.06.13

¹⁰⁶ Wolseley History; <http://www.wolseley.com/index.asp?pageid=24>; Accessed 13.06.13

¹⁰⁷ Goad, J. (2003)

4 Built heritage

4.1 Introduction

- 4.1.1 This section provides baseline information relating to built heritage assets within the land required for the construction, 250m study area and wider 2km study area. The section provides the following information:
- broad overview of the character and form of the settlement pattern within the area;
 - detailed descriptions of all built heritage assets wholly or partially within the land required for construction; and
 - detailed descriptions of key designated assets within the 250m study area.
- 4.1.2 Information on designated assets within the 2km study area, but outside of the 250m study area, can be found in the Gazetteer in Appendix CH-002-026 as can information on undesignated assets within the 250m study area.

4.2 Overview of settlement character

- 4.2.1 There are 563 listed buildings within the study area, including 11 Grade I, 40 Grade II* and 512 Grade II. A further 61 structures have been locally listed by Birmingham City Council, with 26 structures identified on the Historic Environment Records.
- 4.2.2 The historic built form within the study area provides evidence for the occupation of Birmingham from the post-medieval to modern periods. It follows the expansion of the city in the 18th century as the canal network was established, and again in the 19th century with the arrival of the railways. Both remain dominant features within the landscape with a significant effect on the built form. The twin transport routes provided the stimulus for industrial growth, with premises established alongside both the canal and railway, and subsequently the road network. However, this industry also created a need for residential buildings and within the study area there is evidence for successive phases of domestic development. During the 19th and 20th century the population was moved away from the city centre to the newly created suburbs, opening up new areas for commercial use.
- 4.2.3 The dynamic nature of the study area has resulted in significant late 20th century commercial and residential developments, road networks and areas of recreation, both within the city centre and the suburbs. This has had a dramatic impact on the built form and continues to influence its evolution.

Curzon Street Station environs

- 4.2.4 As the transport network expanded with the arrival of the railways and the increasing dominance of the road network, the grandeur of the canals began to fade and they went into decline. Evidence for the arrival of the railways can be clearly evident at Curzon Street, which became the terminus for two major railway companies; the London and Birmingham Railway and the London Derby Junction Railway, with the Grand Junction Railway occupying an adjacent site at Lawley Street.

- 4.2.5 The surviving Grade I listed British Rail Goods Office (former Curzon Street station; WCS041) was constructed in 1837 as the terminus for the London and Birmingham Railway. The classical frontage was designed by Philip Hardwick as a parallel to Euston Station in London and the building represents a significant historic and architectural statement. It was extended to the north in the 1840s with the addition of a hotel wing; however, this has been demolished and only the main station survives. The building has landmark qualities, particularly when viewed from the new Eastside City Park to the west. To the rear, the former railway structures have been demolished and the area is now an unattractive car park. While much of the surrounding area has been regenerated, the demolition of buildings to the south has left the building largely isolated and detached from the operational railway.
- 4.2.6 Forming part of the setting of the station are the remains of the former passenger station which ran alongside Curzon Street. The wall, although much altered, retains evidence of the blue brick and sandstone structure which stood on the site. In design it was less grand than Hardwick's monumental structure and reached only one storey with separate entrances for the first and second class passenger. The surviving wall, although of little architectural significance, does provide important evidence for the layout and design of the Curzon Street complex as a whole.
- 4.2.7 The railway was brought into Curzon Street by the Lawley Street Railway Viaduct (Grade II; WCS024) being carried over the Digbeth Branch Canal by the 1838 Section of Railway Bridge (Grade II; WCS075). The bridge was built in three phases. The designated structure relates to the first phase of 1838 is contemporary for the arrival of the railway into Birmingham and carried the main London to Birmingham line to Curzon Street Station. The remainder, outside the designation, is still considered to be of heritage value. As the railways grew the bridge was extended, first in 1846 when the line was extended to New Street. The three stages are evident within the physical fabric with the earliest presenting a blue brick façade to the north-east, decorated with stone quoins. The south-west portal represents a simple girder construction.
- 4.2.8 The bridge forms part of the Lawley Street Railway Viaduct (WCS024) which continues to the south. The viaduct was built in two phases, as revealed in the physical fabric. The original structure forms part of the Grand Junction Railway, completed in 1839 and consists of 28 arches of blue brick with stone voussoirs. The structure was heightened in the 1840s as the line was extended in New Street. The bridge and viaduct make a significant contribution to the railway history of the area, contributing to the setting of Curzon Street. The monumental character of the viaduct creates a dominant feature within the surrounding streetscape, forming an important physical division. This dominance is enhanced by the clearance of land either side, substantially replaced by light industrial units.
- 4.2.9 Although not directly associated with the railway, a separate group of buildings emerged in response to the development of Curzon Street. And have survived the clearances of the late 20th century. The Grade II listed The Woodman Public House (WCS055) and locally listed Eagle and Tun Public House (WCS034) are both located on New Canal Street. Both are currently out of use, but remain significant historic structures which retain their historic legibility. The buildings were built at the end of the 19th century by James and Lister Lea, notable local architects who specialised in the design of public houses. Architecturally the buildings are similar, executed in red brick and terracotta, with emphasis on their ground-floor commercial frontage and living accommodation above.

- 4.2.10 The Curzon Street structures represent a significant historic group. They played an important part in the development of Birmingham with the railway providing the stimulus for surrounding industrial growth. Architecturally they form a distinct unit, designed by some of the leading engineers and architects of the 19th century, both nationally and locally.
- 4.2.11 This significance is enhanced by their setting. Many of the structures dominate the surrounding streetscape, with the viaduct providing a terminus for key views within the Warwick Bar Conservation Area. However, the clearance of land around Curzon Street has been detrimental to this setting. The removal of the former Curzon Street Station structures has removed the cohesion of the group. In addition, the clearances along New Canal Street have isolated the public houses, removing their social context.

Suburban areas

- 4.2.12 The clearances of the late 19th century within the city centre were also seen further afield and came to mark the start of over a century of displacement of Birmingham's population to new, purpose-built estates. The arrival of the railways had already seen the replacement of residences for more practical industrial buildings, while also enabling the more mobile to move into the newly created suburbs. Birmingham's existing railway and canal corridors are now characterised by light industrial units, many re-using existing historic structures with piecemeal replacement by poor quality temporary structures. The Vauxhall area is dominated by timber yards and the container terminal which, although run down create a sense of industry and movement that emulates the activity of the 18th century canals.
- 4.2.13 Within this area there are also elements of the associated social requirements that industry brought, such as the locally listed Midland Tavern on Erskine Street (Grade C; WCS065). Isolated within the timber yard, the late 19th century building is currently vacant and has fallen into disrepair. Only the frontage retains any evidence of its historic function and the redevelopment of the surrounding area has removed its context and thus its setting.
- 4.2.14 To the east of the study area larger, purpose built industrial premises were established, particularly around Nechells and Duddeston. At Washwood Heath, Joseph Wright and Sons established a carriage works (former Washwood Heath depot; WCS003) in the late 19th century (subsequently known as Metropolitan Railway Carriage and Wagon Company Ltd and latterly Metro-Cammell Ltd). Elements of the works survive with extant northlight sheds and boundary walls, although the site is currently vacant. Also of interest is the surviving workers housing that grew up alongside the works with a surviving rigid street pattern of terraces along Leigh Road and Warren Road, providing a comprehensive setting for the works. Amongst these terraces survives the main offices and caretaker's house (Grade C; WCS070) and the Leigh Infant and Junior School (Grade A; WCS021). While the offices exhibit ornate architectural detailing aimed at highlighting the success of the firm, the adjacent school presents an imposing utilitarian frontage which provides evidence for the Victorian education system. Both remain in their original use and provide an interesting break in the monotony of the surrounding terraces, as well as contributing to the group value of the works.

- 4.2.15 Situated adjacent to the Metro Cammell Works was the former Leyland DAF Works. The site has recently been cleared, including the locally listed offices (Grade C; WCS085). The site was developed as part of the Wolseley Motor Works in 1889, producing Morris Minor engines from the 1920s. The works expanded after World War II, subsequently becoming part of the British Leyland Motor Company and latterly Leyland-DAF. While the site is of historic value in the development of Birmingham as a centre for engine manufacture, the clearance of the site has removed the industrial context of this area.
- 4.2.16 After WWI space was at a premium due to the expansion of works such as at Leyland-DAF and the displacement of people as a result of the bombings. During this period, some attempt was made to bring people back into the city resulting in the establishment of estates, such as that at Ashcroft. The locally listed Ashcroft Estate (Grade C; WCS052) was constructed in the 1930s as self-contained blocks of houses arranged around internal courtyards. The estate was equipped with its own public house, Moriarty's (Grade A; WCS029), situated on the corner of Curzon Circus. Based largely on the platform of the almshouse, the layout of the Ashcroft Estate shows how the authorities remained naïve regarding how to house large numbers without creating new slum areas. After World War II, the solution was better understood, and with more accommodation needed, a high proportion of people were moved to areas further afield, outside the study area, where there was ample space to house the growing population in the new suburbs.

4.3 Built heritage assets within the land required for construction

British Rail Goods Office (former Curzon Street station; WCS041), Wall on south side of Curzon Street (WCS076), 1838 Section of Railway Bridge (WCS075) and Lawley Street Viaduct (WCS024)

- 4.3.2 A significant group of buildings, within the land required for the construction, are associated with the arrival of the railways into Birmingham.
- 4.3.3 The area was previously open, occupied by Nova Scotia Gardens, with the Gooch Estate running along New Canal Street to the west. The position was not ideal, being located a mile outside the city, but the decision was one motivated by cost with the incline into the city too great to justify the additional expense. The site was to be jointly owned by two companies, the London and Birmingham Railway and the Grand Junction Railway. The first to arrive was the London and Birmingham Railway, also the first mainline railway to enter London, providing a link between the capital and the emerging industrial centre at Birmingham. The 180 km (112 miles) were surveyed by Robert Stephenson with a terminus at Euston for London and Curzon Street in Birmingham. The line ran from London through Rugby and Coventry to Birmingham. As it approached Birmingham the line was directed through Hampton-in-Arden, running to Stechford and entering Birmingham from the east. It was carried into Curzon Street by the Lawley Street Viaduct (WCS024) and over the Digbeth Branch Canal by a single span bridge (WCS075), both engineered by the notable railway engineer Joseph Locke.

- 4.3.4 The importance of the line from London to Birmingham is reflected in its architecture. The London and Birmingham Railway employed a single architect to design both main stations to create a unified image. Philip Hardwick designed a monumental classical building at Curzon Street (WCS041), mirroring his designs at Euston. Although smaller in scale and costing a fraction of the price, the structure employed the more ornate Ionic order in contrast to the simple Doric columns at Euston. The archive drawings show a simple three-storey building entered from a central doorway on New Canal Street with an opposing entrance onto the railway¹⁰⁸. The symmetry of the station was originally designed to be continued by large flanking archways; however only that to the left was ever executed. Land for the right arch belonged to the Gooch Estate. The railway underestimated the cost of acquiring the site and could not afford the high price demanded.
- 4.3.5 While the line was being constructed a decision was made to provide accommodation for passengers and a hotel was incorporated. Designs for a grand hotel put forward as early as 1839, removing the entrance arch to the left. The hotel was demolished in the 20th century and no upstanding remains survive. The passenger station was located to the north of the site, along Curzon Street. The building was a simple single storey linear structure providing accommodation for the booking office and waiting rooms. Both arrivals and departures left from the same platform. It is likely that some of this does survive in the extant wall to the south of Curzon Street (WCS076).
- 4.3.6 The Grand Junction Railway were the second company to establish themselves at Curzon Street. They took over a small parcel of land to the east of the London and Birmingham Railway, utilising the existing Lawley Street Viaduct and widening the railway bridge. A new station was designed by the architect Joseph Franklin, architect of Liverpool's Lime Street station. Due to the constraints of the site, Franklin designed an imposing screen wall to run along Curzon Street, extending as far as the canal. Behind the wall were simple sheds providing arrival and departure platforms, alongside stables and carriage sheds. Foster¹⁰⁹ describes a classical facade with four large arched entrances divided by substantial pilasters supporting a deep cornice and parapet. At ground level was a dressed sandstone plinth, evidence of which remains extant (WCS076).
- 4.3.7 The success of the railway in Birmingham and the internal competition between lines lead, inevitably, to the emergence of larger railway companies and a realisation that a better, more central site was required. In 1846 the LBR amalgamated with the London and Manchester Railway to create the London and North West Railway. The London and North West Railway was in a much stronger position to continue the railway to a more convenient site within the city centre moving away from Curzon Street. Plans for the extension were submitted in 1846 with the line running to the south of Curzon Street and into a new station at New Street. The work involved significant alteration at Curzon Street. The new lines required the extension of the existing railway bridge over the Digbeth Branch Canal (WCS075) with construction of a new engine shed between the lines. The Lawley Street Viaduct (WCS024) was also heightened to accommodate the new lines.

¹⁰⁸ 2001-7979 7 Birmingham Station principal building London and Birmingham Railway Jan.1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Pato, Russell Sq, showing front elevation of the building, 1837

¹⁰⁹ Foster, R. (1990)

- 4.3.8 Curzon Street Station closed to passengers with the opening of New Street, but remained in use for excursions until 1893 when it became a goods station with a fish market to the west and cattle market occupying the eastern parcel. The station finally closed in 1966.
- 4.3.9 The Grade I listed British Rail Goods Office (WCS041) represents a significant landmark structure, designed by a nationally important architect. The classical façade creates an imposing streetscape presence with ionic columns running the full three storeys, with dentilated entablature above. This is repeated in a simpler form to the rear. The remaining elevations are restrained in execution with large hung sash windows breaking the ashlar. Architectural emphasis is given to the first floor with blind balconies and bracketed cornices. The external arrangement reflects the internal floor plan. Each floor contains four large room arranged around a central atrium with cantilevered stone staircase. At ground-floor level this is accessed from the grand entrance, with direct access to the rear, allowing a flow of passengers and goods. On the upper levels were the offices, each equipped with its own simple fireplace. The building is currently vacant, but well maintained with the internal fittings and fixtures surviving.
- 4.3.10 Extending to the rear of the station were the associated structures, including the passenger station added in the 1840s. These were positioned alongside the structures of the Grand Junction Railway, including a second passenger station and stables. The buildings themselves have been demolished and the site cleared; however, evidence has survived in the extant wall to the south side of Curzon Street (WCS076). To the west, the wall is of blue engineering brick with some retention of stone plinths around former entrances. These have since been blocked. As the wall continues to the east, the blue brick is replaced with red brick, suggesting significant rebuilding. To the return (south side), red brick has also been used to stabilise part of the wall. Where the blue brick remains it has regularly spaced buttresses. Additional structures, such as store rooms and substations have been added to the elevation. At the east end, adjacent to the canal this includes the remains of the Curzon Street pumping station (WCS072). Erected in the late 19th century to serve the canal, only two red brick elevations now survive.
- 4.3.11 The railway was carried into Curzon Street on the Lawley Street Viaduct (WCS024), a substantial structure running east-west through the study area. The original viaduct represents a simple blue brick structure of 28 arches with stone voussoirs. Many of the arches, particularly along Viaduct Street, have now been converted to industrial units and blocked with brick. In the 1840s the viaduct was heightened to enable the extension of the railway into New Street. The heightened section is much simpler in execution with smaller, blind brick arches. The viaduct remains in use carrying the Birmingham and Derby line.
- 4.3.12 The line continues into Curzon Street over the Digbeth Branch Canal. The 1838 line was carried over the canal by a simple single span bridge (WCS075) with ashlar piers and parapet. The north-east elevation remains unaltered with battered abutments and elliptical arch visible. The south-west elevation is now concealed by the extension of the structure in the 1840s (not listed), itself concealed by a second extension. This section of the bridge is no longer used by the railway, but the canal itself is still active, with both waterway and towpath continuing through the structure.

The contribution setting makes to the significance of the asset

- 4.3.13 The group of railway structures make a significant contribution to the historic and architectural interest of this area of Birmingham. The railways themselves were an important development for the city, enabling more efficient and effective transport of both goods and people. This importance can still be appreciated in the group as a whole, despite the loss of associated railway buildings.
- 4.3.14 This importance is reflected in the architecture, particularly the former Curzon Street station (British Rail Goods Office) (WCS041). The station represents a landmark structure, emphasised by its corner position on New Canal Street and Curzon Street. The building also now forms a terminus for views along the newly created Park Street Gardens where the imposing classical architecture can be appreciated. Along Curzon Street, however, the impact of the building has been reduced by the clearance of the surrounding area. The removal of the associated railway buildings and conversion of the site to a car park detract from the building itself. While parts survive along Curzon Street, they are fragmentary and the coherence of the group has been lost.
- 4.3.15 The associated Lawley Street Viaduct (WCS024) represents a dominant structure within the surrounding streetscape and acts as a terminus to views from the north and south. Despite later alteration, including the blocking of arches and electrification of the line, the historic significance of the structure can still be appreciated. In addition, the clearance of the surrounding area and replacement with industrial units has done little to detract from its setting. The 1838 section of railway bridge, in contrast, can only be appreciated from the Digbeth Branch Canal. The structure is dominant in views from the north, particularly when travelling along the Ashted Locks. The setting of the bridge is, thus, restricted to the canal itself where it plays an important role in creating a physical barrier, preventing views to the more industrial area of Digbeth.

The Fox and Grapes (WCS051), The Woodman (WCS055), The Eagle and Tun (WCS034) and The Midland Tavern (WCS065)

- 4.3.16 Forming a significant group, within the land required for the construction, are the public houses. These remain as important symbols of the social arrangement within this area of the city with four notable examples identified by this study.

Fox and Grapes (WCS051)

- 4.3.17 Freeman Street was set out for development in 1725 and in 1727 a plot of land at the junction of Freeman Street and extending along Park Street was acquired for building by Samuel Avery. A plan of Birmingham published by Westley in 1731 shows development to have occurred along Park Street either side of the Freeman Street junction including the site of the Fox and Grapes.

- 4.3.18 Trade directories document that James Grove, victualler (a seller of groceries and goods, including alcohol) occupied premises on Freeman Street between 1812 and 1829. In 1828 he is recorded as occupying the Fox (sic), 16 Freeman Street. The building is first referred to as the Fox and Grapes in 1842 when it was occupied by John Aspinall, victualler. It is probable therefore that the building has been in use as a public house since at least 1812 and possibly earlier. In 1853 the Fox and Grapes is described as a 'licensed public house, brewhouse, maltroom and premises' and clearly extended beyond the footprint of the corner plot.
- 4.3.19 The Board of Health plan for Birmingham (from approximately 1855) surveyed by John Pigott Smith provides some detail in respect of the layout of buildings and the arrangement of associated buildings and yards to the rear of Freeman Street. The Fox and Grapes is shown on the corner plot separated from buildings on Freeman Street (Numbers 16 and 17 Freeman Street) by a narrow passage giving access to a yard at the rear of Freeman Street. A number of buildings are shown to occupy this yard and are likely to comprise the brewhouse and maltroom. Charles Madeley had acquired property on Freeman Street by 1835 and by the 1860s seems also to have acquired the Fox and Grapes.
- 4.3.20 In 1876 number 15 Freeman Street is described as a 'Public House, Liquor Shop, Brewhouse, Maltroom and Premises', the public house was presumably therefore entered through the main doorway on Freeman Street and the liquor shop through the new entrance at the Park Street corner. The First Edition Ordnance Survey plan (published 1889) shows the extent of buildings at that time, and although there have been some changes to buildings within the yard the essential layout and relationship between buildings remain. The plan seems to be clear in that, although there seems to be a relationship of tenure between the Fox and Grapes and property on Freeman Street, access between the yard at the rear of Freeman Street and the Fox and Grapes was not possible.
- 4.3.21 The Fox and Grapes underwent major alterations in the 1920s when it was in the ownership of Frederick Smith Ltd. Plans for the kitchen block on Park Street, approved in 1925, were drawn up by the locally renowned architect Holland W Hobbiss. Plans approved in the following year, 1926, for 'alterations to the Fox and Grapes' are missing but were almost certainly also by Holland Hobbiss and probably relate to the interior refurbishment of the building.
- 4.3.22 The building comprises a parallel range to Freeman Street with a gabled return to Park Street. To the rear of this range are two slightly lower parallel ranges which are set perpendicular to Freeman Street thereby presenting a ridge to Park Street. A range of outbuildings extends along Park Street. The building is a rendered brick built structure of two floors, a basement and an attic. The ground floor elevation to both Freeman Street and Park Street comprises full height timber framed windows, with narrow glazing bars, set within timber panels defined by timber pilasters. There is a broad projecting timber fascia at storey height. The two-window range on Freeman Street comprises a broad window on the west (left side) with narrow rectangular over-lights. A pair of doors alongside lead respectively into the public bar (left) and the lounge bar (right). The lounge bar is also entered from the doorway set on the corner angle. The ground floor façade to Park Street has a two window elevation with pilasters to each side. A door on the north (right side) gives further access to the lounge bar.

- 4.3.23 The elevation to Park Street is of two storeys with an attic located within the gable end. The windows are simple two-pane sashes. The Freeman Street elevation is of three windows; the centre one of which is blind. There is a single brick stack on the left gable and a further single stack on the rear central roof slope. The roof covering is of red clay tile.
- 4.3.24 A range of outbuildings projects north along the Park Street frontage set behind a high brick wall and enclose a small yard. The outbuildings comprise a brick built gable-fronted link to the principal building and a lower kitchen range parallel to Park Street. A single storey toilet block returns to define the north side of the courtyard with a blind hipped elevation to Park Street.
- 4.3.25 The public bar is entered from Freeman Street through a timber battened door with iron stud work in faux medieval style. The room has timber wainscoting to the walls which is of three-quarters height around the bar and to dado level elsewhere. The timber clad bar with canopy is located against the north east rear wall. The wainscoting to the walls is carried across the two chimney breasts on the west wall and respects the position of two fire places which have now been removed. Fixed sofas with scroll arms are built integral to the wainscoting around the three sides of the room. The ceiling is of lathe and plaster and the floor is of timber boards. A doorway in the east wall leads to the lounge bar.
- 4.3.26 The lounge bar has timber wainscoting to the walls with dado and includes integral fixed sofas along the east wall beneath the windows. The bar, with mirrored back, is set against the west (rear) long wall. The recessed mirror with integral shelves is in three sections with decorative volute pilasters supporting a projecting moulded timber cornice. The bar is of timber in three recessed panels, with shallow pilasters, a broad moulded plinth and overhanging moulded counter. There are single panel returns to the sides. Carved and painted timber atlas type figures were attached to the pilasters but all six figures are now missing. The panels between the pilasters have horizontal inserts with bolection moulding to the frame. These inserts previously contained painted canvas but all save a single panel are missing. Large recessed painted wall panels with bolection moulded frames are on the south and east walls. The paintings depict rural and hunting scenes. The two doors to Park Street are in the faux medieval style similar to that in the public bar. As with the public bar area the lounge bar has a lathe and plaster ceiling with timber beams which retains evidence for previous wall partitions that have been lost during the 1926 refurbishment.
- 4.3.27 To the rear of the public bar, a passage leads north behind the stair to the kitchen and store. The kitchen and store retain no internal features. The stair is set within a brick gabled turret attached to the exterior of the original building. The stair, kitchen, store, toilet and external yard are all additions of 1925 to 1926. The stair leads to a small passage giving access into what was previously a single room occupying the north-west quadrant of the building. The space has now been partitioned to create a circulation passage with a store or box room and a toilet. The first floor plan comprised previously of four rooms each with a single projecting chimney stack. The rooms are sparsely finished with lathe and plaster ceilings, timber floors, simple plain section skirting and timber two-panelled doors. Down-stand beams in the ceiling provide evidence for possible changes to room layout and may evidence both a former passage that gave access to the adjacent building on Freeman Street and the location of the original stair that was replaced in 1926.

- 4.3.28 The stair to the attic rises within a modern timber panel stair well. The stair has timber treads and decorative twisted timber spindles with a moulded hand rail. The spindles and hand rail return within the attic to define a former open balustrade which is now in-filled. Attic accommodation comprises of three rooms over Freeman Street with a single window in the gable overlooking Park Street. Room divisions are of timber planks and there is a timber plank door, all of potential 18th century origin. The stair spindles and hand rail are not in their original location being too ornate for an attic stair and it is probable therefore that these are the re-used components of the 19th century stair between ground and first floor that was in turn replaced in 1926.
- 4.3.29 The roof structure is of rafter and purlin construction and is without a ridge board. The purlins are of split section logs. Access to the roof space is not possible and detailed construction techniques are not visible.
- 4.3.30 The cellar is accessed from within the lounge bar from stairs set behind the bar beneath a trap door. The plan is of four rooms interlinked linked by small vestibules. The room that extends beneath the public bar has a brick vaulted ceiling. Evidence for previous vaults remain within the other spaces but existing ceilings here comprise timber boards on timber beams and iron. The cellar floor is a mix of brick pavers and concrete. The barrel chute and other internal features such as fire settings and stone steps to the exterior yard have been retained.
- 4.3.31 The building retains considerable architectural and archaeological evidence within its fabric for its original 18th century plan and appearance and subsequent 19th century alterations, evidence which is confirmed and enhanced by historical documentation, plans, illustrations and trade directory entries. The building is directly associated with Samuel Avery, a local builder during the time of 18th century expansion of the city, and its use and tenure can be traced from the early 18th century to the 20th century.
- 4.3.32 The refurbishment works of 1925 and 1926 are attributed to Holland Hobbiss, a designer of local renown responsible for the building and refurbishment of a number of buildings within central Birmingham. The current layout of the lounge bar and public bar areas are attributed to Hobbiss and the integral furniture, décor and bar all remain.
- 4.3.33 Although the building has suffered from vacancy for several years it retains a degree of aesthetic value both in its architectural composition and external appearance as well as in its general interior appearance. Refurbishment works of 1925 to 1926 are evident throughout the building primarily within the bars extending to internal joinery, sofas, doors and windows. The upper floors are simply decorated but retain broadly their 18th and 19th century character with only the fire settings being absent.

The contribution setting makes to the significance of the asset

- 4.3.34 The building occupies a prominent position on the corner of Park Street and Freeman Street. The building was, until recently, part of an established frontage on both Park Street and Freeman Street until demolition of adjacent buildings during both the 1990s and 2005 to 2006. As a consequence of the demolitions, the building is now on an isolated plot otherwise devoid of a built context.

- 4.3.35 During the 18th century, the building formed part of a developed frontage to Park Street and Freeman Street and the historical documentation attests to the subsequent development of the east side of Park Street. Although now devoid of buildings, both Park Street and Freeman Street remain. The historic streetscape context of the building is still therefore evident and contributes to the legibility of the building emphasised by the rounded return on the Park Street corner with its entrance door to the lounge bar. Although buildings on Freeman Street have been removed, the cobblestone pavers probably laid down in the late 19th century, kerb and footpath have been retained and these provide additional historic references that contribute to the building's streetscape setting and an appreciation of its historical context.
- 4.3.36 Buildings that were previously developed on the east frontage of Park Street (i.e. opposite the Fox and Grapes) were removed during the mid-19th century to allow for the establishment of the St Martin's church cemetery extension. The cemetery extended much the length of Park Street from south of the Freeman Street junction north across Fazeley Street to Albert Street. The cemetery was relatively short-lived and was converted to public gardens by the end of the 19th century. The Park Street Gardens retain both their brick wall to Park Street, as well as a number of monuments and mature trees. Although there has been some truncation of the gardens by the cutting of the railway, the gardens retain their historic integrity and provide an open garden setting to the Fox and Grapes which is located immediately opposite.
- 4.3.37 The early 20th railway viaduct into Snow Hill has severed the building from any historical context it had to developments within Digbeth, which is the core of the medieval and later town. The viaduct provides a visual barrier to the south and demolition of intervening buildings during the 20th century has further served to isolate the building from others of a historic character for instance along Bordesley Street.
- 4.3.38 Other more recent developments such as the vacant land behind the Fox and Grapes that is now used as a car park and the general appearance of vacancy along much of Park Street are features that have a negative influence on the overall character of the area which along with the current vacant appearance of the building itself are negative aspects of the building's setting.
- 4.3.39 The setting of the building contributes to its historic value, its position on Freeman Street and Park Street is retained and both frontages retain evidence of their previous historic appearance and character extending to include the cobblestone pavers.
- 4.3.40 The Fox and Grapes is a modest building of a modest form typical of many early 18th century buildings that are likely to have been built in Birmingham. Its survival in an area that is otherwise devoid of built form emphasises its historic value as a building type that is now lost and has been under threat since 19th century industrialisation, that until recently characterised this part of the city.

The Woodman (WCS055) and The Eagle and Tun (WCS034)

- 4.3.41 Both the Woodman (Grade II listed) and the Eagle and Tun (locally listed) were built at the end of the 19th century, at the height of public house building in Birmingham. They were erected to serve both the industry which dominated this part of the city, and the railways. Their importance is highlighted by the employment of James and Lister Lea, notable local architects who specialised in the design of public houses.

- 4.3.42 The Woodman (WCS055) pre-dates the Eagle and Tun (WCS034), and while both retain their glazed tile interiors and ornate timber furnishings; it survives in better condition. Externally, the buildings are similar, executed in red brick and terracotta, with emphasis on their ground-floor commercial frontage and living accommodation above.
- 4.3.43 The Woodman is architecturally ornate with round-arched entrances and segment-headed windows to both ground and first floor. Emphasis is placed on the rounded corner elevation which contains the access to the main bar. Secondary entrances exist to the right return, providing direct access to the smoke room, and to the left return which provides access to the residential accommodation above. The principle elevations continue into blind dormer gables, which would have provided an interesting terminus to the roofscape along New Canal Street and Albert Street (now removed). As the New Canal Street elevation continues it steps down and the architecture becomes more functional with a single-storey store to the south.
- 4.3.44 Internally, the building retains much of its fittings and fixtures, including tiled bar walls and engraved window glass. The public bar survives intact with carved wooden counter decorated with fluted pilasters. The bar back and canopy is similarly ornate with carved timber and engraved mirrors. The seating is a later replacement in the public bar, but originals survive in the smoke room to the rear, complete with bell buttons for service. The smoke room also retains its fireplace with glazed tiles and serving hatch. To the first floor there has been considerable alteration with little of the original floor plan surviving and all fittings and fixtures stripped out. The beer cellar survives in the stone basement with wooden steps indicating that the beer drop was originally on Albert Street. The Woodman is currently vacant.
- 4.3.45 The Eagle and Tun (WCS034) is less ornate than the Woodman, although the terracotta exterior does contain some architectural detailing with egg and dart motif to the first floor string course and decorated eaves cornice. The large segment-headed ground floor windows also retain some decorative glasswork. The main entrance is contained within the canted corner elevation with an additional two doorways in the left and right returns. Along New Canal Street, the second entrance is contained within the lower, more restrained extension which gives access to the living accommodation on the upper floors.
- 4.3.46 Internally, the building is in a poor condition. Both the wooden bar counter and bar back survive revealing a similar design to the Woodman; however, there has been significant deterioration elsewhere. The tiles have been removed, with the exception of one elevation in the public bar and the washrooms. The layout is typical with public bar to the front and smoke room to the rear with living accommodation at first-floor level.

The contribution setting makes to the significance of the asset

- 4.3.47 Both buildings are situated on street corners, giving them prominence within the streetscape. The Woodman is the more prominent of the two due to its elaborate façade which compliments the adjacent former Curzon Street Station (British Rail Goods Office building). However, the loss of the surrounding buildings has removed the context of both and removed the ability to appreciate the social motivation behind their establishment.

- 4.3.48 While the buildings now stand out as isolated structures, this is in conflict with the original intention. Instead they were erected to provide a terminus for the streetscape to both sides and to stand out from the surrounding residential and commercial buildings. The present setting of the building, therefore, detracts from their significance.

The Midland Tavern (WCS065)

- 4.3.49 The Midland Tavern (WCS065) was constructed in Erskine Street at the end of the 19th century. It was built to serve the surrounding residential and industrial buildings which lay to the south of Vauxhall Road and was one of many established in the area during this period. The building is two storeys and of rendered brick with a faience commercial frontage. The façade is symmetrically arranged with four windows to the first floor and a central entrance to the ground floor, flanked by large window openings. The outside bays also contain doorways, although that to the right (north) enters a covered passageway rather than the building. It is evident that the building was intended to continue to the north, highlighted by a terminated arch; however, there is no evidence to suggest that it was ever finished.
- 4.3.50 The building is currently vacant and unsafe to enter at the time of survey. Views through the ground-floor windows show that the ground floor has been completely cleared and the rear elevation partially removed.

The contribution setting makes to the significance of the asset

- 4.3.51 The building is now surrounded by industrial units and a timber yard. It has no connection with the residential buildings to the north of Vauxhall Road. As such it is isolated within the streetscape. Within its present setting there is no appreciation of the building or its original function.

Warwick Bar Conservation Area (WCS027)

- 4.3.52 Warwick Bar Conservation Area (WCS027) encompasses a large section of land associated with the canal network. The designated area includes the former Bordesley Wharf and adjoining streets, extending north to follow the Digbeth Branch Canal until it reaches Jennens Road.
- 4.3.53 The transport network continues to dominate the current character and appearance of the conservation area. Prior to the arrival of the canal, the area was largely undeveloped with occupation limited to the River Rea valley. The River Rea represents oldest route through the area, culverted in the 1890s due to continued flooding, the resulting structure is locally designated at Grade C (WCS068). However, its influence was superseded with the arrival of the canals in the 1790s. The relationship between the two is formalised by the Grand Union Canal Aqueduct on Fazeley Street (Grade B; WCS071). The northern arm of the conservation area follows the Digbeth Branch Canal, constructed by the Birmingham Canal Navigation, which runs through the conservation area, connecting to the Birmingham and Fazeley Canal to the north. As the canal curves towards the south-west, it follows the descending topography, carried by the Ashted Canal Locks (Grade B; WCS074).

- 4.3.54 The importance of the canal network started to decline after the arrival of the railway and subsequent development of the road network; however, it remained an important resource, evidenced by the incorporation of pillboxes and gun emplacements, such as those at Ashted (WCS031). The construction of the canals also provided the stimulus for the surrounding street layout, with industrial premises fronting directly onto the waterways and residential development occupying the adjoining streets. The canal was enclosed by buildings, predominantly workshops and warehouses. While these survive to the south, to the north they have been largely removed by modern regeneration, with only fragmentary retention of canalside elevations, such as the canalside walls on Lawley Middleway (WCS031). Notable survivals include No. 34 Belmont Row (Grade B; WCS031) and the former CWS Engineering Premises, Belmont Row (WCS031).
- 4.3.55 While the canal continues, a physical division is created by the 1838 section of railway bridge into Curzon Street (Grade II; WCS075). The canal divides beyond the bridge, with the addition of the Warwick and Birmingham Canal. Within this area there is greater evidence of the use of the waterways, with warehouses and workshops dating from the 19th to 20th century. The earliest of these is the Gun Barrel Proof House dating to 1813 (Grade II*; WCS058). The building occupies a narrow piece of land between the canal and the viaduct. While the building is of architectural interest, the need for security means that it is screened from the road by the entrance lodge and gates (themselves of architectural merit), with a blank exterior to the canal. This restricted site defines the building's setting, with an emphasis on seclusion and limited visual influence. The loss of surrounding associated industries has compounded this.
- 4.3.56 Views along the Warwick and Birmingham Canal epitomise the historic use of the canal, dominated by the Grade II listed Canal Side Warehouse with Stop Lock and Dock, Warwick Bar (WCS030). Beyond, fronting Fazeley Street are the canal offices at No. 122 (Grade II; WCS030) and the Ringway Engineering Service Company (Grade II; WCS030) with warehouses to the rear. The frontage of these structures creates a strong building line of predominantly red and blue brick which dominates the conservation area. The architectural detailing, however, is in conflict with the predominantly utilitarian appearance of the workshops and warehouses elsewhere, such as the 19th buildings at Nos. 17 and 18 New Canal Street (Grade C; WCS030). These retain decorative elements, in contrast to the restrained architecture of the 20th century with vertical or horizontal emphasis created by fenestration schemes and limited use of stone and concrete. This character is typified along Pickford Street, which is enclosed by predominantly early 20th century structures of varying mass and style, including No. 28 Pickford Street and the Offices of S Wood Ltd (Grade C; WCS030). The return along Bordesley Street opens out, allowing the grander structures of the Rose Co Warehouse (Grade C; WCS030) and Former Solar Works (Grade B; WCS030), which are more in keeping with the adjacent Digbeth, Deritend and Bordesley High Streets Conservation Area (WCS039).

- 4.3.57 Although there is a general sense of enclosure created by continuous street frontages and canalside development, the buildings themselves rarely rise over three storeys in height. Views within the area are focussed along the main thoroughfares, with the canals once again creating a focus. The waterways create a pleasant, tranquil quality to the conservation area, despite its urban location. From the Ashted Locks, there are long-distance views towards the city centre due to the rising topography; however, elsewhere, views are truncated by bridges and tunnels, with surrounding walls creating a sense of enclosure. Beyond the waterways, the streets are laid out in a grid pattern, broken by the canal and railway. Long distance views are possible, particularly along Bordesley Street and Fazeley Street; however, within the Warwick Bar Conservation Area views often terminate at the railway viaduct. Outside the conservation area boundary, the built form continues into the Digbeth and Deritend and Bordesley High Street Conservation Area to the south. To the north, there has been a significant amount of recent development as part of the Aston Science Park and Eastside regeneration.

The contribution setting makes to the significance of the asset

- 4.3.58 The historic buildings within the Warwick Bar Conservation Area make a significant contribution to its heritage value, with the enclosed views and dense streetscapes creating a distinct character. Beyond this, the urban character continues, forming a significant backdrop to views within the conservation area. This is particularly evident along the Digbeth Branch Canal where the Ashted Locks provide a staggered corridor encompassing the high rise buildings of the city centre.
- 4.3.59 The current regeneration of Eastside is reinstating the enclosed setting of the canal, with the current vacant plots conflicting with its historic character. to the south, the historic setting is better revealed with the streetscapes continuing into the adjacent Digbeth, Deritend and Bordesley High Streets Conservation Area which provides a continuation of the commercial and industrial character of Warwick Bar and provides a buffer to the more recent expansion of Birmingham.
- 4.3.60 The historic setting of the conservation area remains legible within the surrounding townscape with the subsequent phases of redevelopment reinforcing its urban context.

Digbeth Branch Canal (WCS075), Ashted Canal Locks (WCS074) and Ashted Canal Tunnel (WCS079)

- 4.3.61 Birmingham's canal network played an important role in the development of the city. The arrival of the canals brought with it the ability to transport raw materials and finished products which were already being produced as the Industrial Revolution arrived. Birmingham was already well served by water with the River Rea running into the city from the east. The canals represented a formalisation of this and the canal network quickly expanded with industrial premises establishing themselves alongside the waterways.

- 4.3.62 In 1768, construction began on the Birmingham Canal, completed in 1799. It linked the Birmingham and Fazeley Canal at Aston Junction and the Grand Union Canal at Digbeth Junction in Digbeth. In order to carry the canal down the incline at Ashted a series of six locks, known as the Ashted Locks (WCS074), were constructed leading down from Aston Junction and terminating at the Grade II listed tunnel (the 1838 section of railway bridge to Curzon Street over Digbeth Branch Canal; WCS075). Beyond this the branch canal met the Birmingham and Warwick Junction Canal at Warwick Bar stop lock, to the rear of Birmingham Gun Barrel Proof House.
- 4.3.63 The Ashted Locks (WCS074) carry the Digbeth Branch Canal through a series of six locks descending from Jennens Road where the canal emerges from the Ashted Tunnel (Grade B; WCS079). The locks continue under the Curzon Street Bridge to the railway bridge. The locks are contemporary with the construction of the canal, completed in 1799, and represent a significant group of canal structures complete with timber gates and iron stops. The basins themselves are capped in stone, with brick continued into the tow path. The combination of red and blue brick within the towpaths provides a unifying feature with the associated bridges and the tunnels which continue along the canal. This includes the Ashted Canal Tunnel (WCS079) which marks the start of the incline. Both tunnel portals are single span brick arches with bullnose brick. Due to the narrowness of the northern exit, the blue brick abutments are only visible to the south, complete with dentilated string course.

The contribution setting makes to the significance of the asset

- 4.3.64 The locks remain in active use and the network as a whole has experienced a resurgence as an attractive landmark used for pleasure and recreation. The towpaths provide not only an industrial feature within the conservation area, but the subsequent vegetation growth also creates an attractive natural environment.
- 4.3.65 The loss of canalside structures has been detrimental to the setting of the waterway, removing its enclosed industrial character. Despite the retention of some canalside elevations, the historic setting of the canal remains lost, although the future development baseline suggests that some of this will be built up again. The relationship of the canal with the wider urban context can be appreciated when moving south along the locks. In particular for the Ashted Canal Tunnel and top lock there are good views across Birmingham city centre, encompassing its dynamic skyline. Views along the canal itself are terminated by the 1838 section of railway bridge into Curzon Street, emphasising the historic relationship between the canal and the railway.

Washwood Heath Signal Box No 1 (WCS009)

- 4.3.66 The Washwood Heath Signal Box No 1 (WCS009) is situated on the Birmingham to Derby line, on the southern approach to the Washwood Heath sidings, constructed by the Midland Railway in 1877. It was one of six signal boxes established to control traffic entering and exiting the sidings and the only one to survive in its original form. The No 1 signal box was added in 1895 and controlled the seven lines running into Birmingham¹¹⁰.

¹¹⁰ LMS Route: Birmingham New Street to Tamworth, LMS Route: Nuneaton to Birmingham New Street; <http://www.warwickshirerailways.com/lms/mrwhg642.htm>; Accessed 23 September 2013

- 4.3.67 The design of the signal box is typical of the Midland Railway with weatherboarded lower level and glazed upper level which allowed the signalman panoramic views of the lines. Access is provided by an external stair on the south elevation.

The contribution setting makes to the significance of the asset

- 4.3.68 The signal box remains in active use as part of the railway and retains its relationship with the Washwood Heath sidings. This makes a positive contribution to its setting. Removing this relationship would erode the historic and evidential value of the signal box.

4.4 Key built heritage assets within 250m of the land required for construction

Digbeth, Deritend and Bordesley High Streets Conservation Area (WCS039)

- 4.4.2 The Digbeth, Deritend and Bordesley High Streets Conservation Area occupy a large, linear area extending from Moor Street station in the west to Coventry Road in the east. Running through the centre of the area is the Bordesley Railway Viaduct (WCS030) carrying the main line into Moor Street and Snow Hill.
- 4.4.3 The historic development of the conservation area was influenced by the River Rea, which runs through the designated area. The river provided the stimulus for small scale industry from the medieval period, although it was not until the 16th century that streets began to appear within the western extent of the area. The 18th century saw a more formal layout of streets as part of the release of lands from the Gooch estates, motivated by the arrival of the canals. Of greater significance for the development of this area, however, was the arrival of the railways. The Great Western Railway made its first attempts to bring a line into Birmingham in the 1840s, but it was never completed. Of particular relevance to this study is the subsequent extension of the railway with a new station at Moor Street (WCS038) in 1909 and the associated redevelopment of the area around Shaws Passage to provide large railway warehouses. During the early 20th century much of the housing that had been established in the 19th century was replaced with industrial units, specialising in the metal trade. This process eventually became council policy in the 1940s, leading to the present industrial character of Digbeth.
- 4.4.4 This transition from the commercial and residential buildings of the 19th century expansion to the industrial warehousing of the late 19th and 20th century is reflected in the built form and can be seen as the conservation area radiates away from the railway. Running through the centre is the Bordesley Railway Viaduct (WCS030) which creates a boundary between the two halves. The height of the structure also means it rises above the surrounding buildings making it a visual landmark beyond the conservation area boundary. Internally this also blocks views between the two areas. While access is provided by Allison Street, the scale of the archway allows only glimpsed views between.

- 4.4.5 The viaduct enhances the predominantly industrial appearance of the area continued by the surrounding warehouses. These buildings present a utilitarian facade to the street, generally of two- to three-storeys with vertical emphasis provided by gables. The predominant building material is brick with restrained architectural detailing provided by stone and blue engineering brick. This is typified along Bordesley Street, mirroring the adjacent Warwick Bar Conservation Area (WCS027), where the influence of the railway is evident. The frontage includes five locally designated buildings, creating an interesting group, unified by the use of red brick, but varying in height, mass and style. Bordesley Street is also interesting for its retention of early 19th century domestic dwellings to the west, including the locally listed No's 1-8 (Grade B; WCS084) and No's 8a-10 (Grade A; WCS083), providing evidence of the chronological evolution of the area. The Grade II listed former Ice House (WCS030) continues the industrial emphasis, with a stark, utilitarian facade. To the north, the emphasis changes to commercial. This combination of buildings on a domestic and grand scale creates an interesting and varied streetscape, which continues to the south.
- 4.4.6 The street pattern of the conservation area reflects the irregular arrangement of medieval and 18th century development, cut by the rigid grid of the 19th century land ownerships. The remains of the earlier street pattern can be seen between Park Street and Allison Street, with the smaller building plots reflected in No. 6 Well Street (Grade B; WCS030). The 19th century pattern is emphasised by landmark corner structures such as the Grade II listed RTP Crisps Building (WCS030). The building stands out due to its striking Gothic arches, enhanced by the use of terracotta decoration. Further evidence of 19th century development survives in the public realm, particularly around Allison Street where the cobbled surface runs under the viaduct. Surviving street furniture adds interest, such as the Grade II listed Gentlemen's Urinal (WCS030), one of a group within the wider area, which includes the locally listed example on Banbury Street (WCS077) outside the designated area.
- 4.4.7 The survival of the historic street pattern within the Digbeth, Deritend and Bordesley High Streets Conservation Area reflects its position on the edge of the medieval settlement. The historic core of Birmingham lies to the west. While much of this area has undergone recent regeneration, elements of the earlier fabric survive. Most notable is the Parish Church of St Martin (Grade II*; WCS056), which although of predominantly 17th and 18th Century date, is believed to have 13th Century origins. This, alongside the adjacent Grade II* listed (WCS033) monument to Lord Nelson, represent tall features in the landscape, although their impact is reduced by the surrounding Bull Ring Shopping Centre and the natural topography, which slopes to the south.

The contribution setting makes to the significance of the asset

- 4.4.8 The conservation area encompasses an important group of historic structures which reflect the commercial and industrial development of Birmingham. Individually, each structure contributes to the interest of the streetscape and historic evolution of the area. This character defines the setting of both the individual elements and the conservation area as a whole. This continues beyond its boundary to the north where it merges with the Warwick Bar Conservation Area which shares much of its character. To the west, the conservation area interacts with the wider city centre through Moor Street station which provides an important gateway into Digbeth. However, beyond this, the major thoroughfares of Moor Street Queensway and Digbeth create a physical barrier to the wider townscape. With views from within the conservation area limited by the dense urban grain, there is little interaction beyond its boundary.

Church of St Michael (WCS054)

- 4.4.9 Within the city centre, the legibility of the historic city has been substantially removed by 19th and 20th century commercialisation. Within the study area a distinct boundary between the two is provided by Moor Street Queensway, continuing along Park Street and following Digbeth. Buildings to the west form a physical and aesthetic boundary, with continuous frontages creating a varied streetscape of building heights, mass and materials. Within this isolated historic buildings can be identified, including the Grade II listed Church of St Michael (WCS054) on Moor Street Queensway.
- 4.4.10 The church was constructed in the early 19th century as a dissenting chapel, replacing an earlier structure on the site. It subsequently became a Catholic church and was adopted by Birmingham's Polish population after World War II. The façade is classical in design with paired ionic pilasters to the first floor, rising to a pediment above. The windows are round headed to the first floor, with simple sash windows below. This pattern is repeated in the side elevations. The elevations are of stucco, in contrast to the surrounding brick buildings. The modern street lies at a higher level giving the building a sunken quality, and reducing its impact within the streetscape. This is reinforced by the clearance of buildings to either side, replaced by modern apartments to the south.

The contribution setting makes to the significance of the asset

- 4.4.11 The Church of St Michael is situated on the busy Moor Street Queensway. Its stucco façade stands out from the surrounding streetscape; however, its impact is reduced by the present street level which obscures much of the ground floor. The removal of adjacent buildings and those on the south side of Moor Street have eroded the urban context, leaving the building isolated.

Old Moor Street Station (WCS038)

- 4.4.12 The Grade II listed Moor Street station (WCS038) was built in 1914 by the Great Western Railway, replacing an earlier temporary structure. The building combines a passenger station and former goods yard, unifying architectural design and utilitarian function. It was designed by W Y Armstrong with Mouchel designing the warehouse to the rear. The station was closed in 1987, but re-opened after a period of restoration.

- 4.4.13 The Moor Street frontage is constructed in red brick and terracotta with large arched window openings. Above this the gabled elevations of the platforms are visible. The main entrance is situated at the south end of this elevation, leading to the ticket office and platforms beyond. The platform trusses are exposed steel with glazing above with timber canopies.
- 4.4.14 Externally, the large openings continue along the right return with blue brick plinth. Beyond this the elevation continues as a simple brick wall with the open platforms visible above. To the left return is a modern glazed extension.

The contribution setting makes to the significance of the asset

- 4.4.15 The red brick and terracotta frontage has aesthetic value as part of the Moor Street frontage, while the innovative use of the Hennebique system adds to its architectural significance. The station was closed in 1987, but has been recently restored and reopened to create a key gateway site into Digbeth. The setting of the building remains linked to the railway network, forming an important part of the evolution of the city, continued by its function as a junction between the two main lines into Birmingham. While it remains an important element within the streetscape, the visual setting of the station has been eroded by the loss of buildings to the north with the area now in use as a car park and wasteland.

Ashcroft Estate (WCS052) and Moriarty's Public House (WCS029)

- 4.4.16 After World War I space was at a premium within Birmingham due to the expansion of industry and the displacement of people as a result of the bombings. During this period, some attempt was made to bring people back into the city resulting in the establishment of estates, such as that at Ashcroft. After World War II, the solution was better understood, and with more accommodation needed, a high proportion of people were moved to areas further afield, outside the study area, where there was ample space to house the growing population in the new suburbs.
- 4.4.17 The locally listed Ashcroft Estate (Grade C; WCS052) was constructed in the 1930s as self-contained blocks of houses arranged around six internal courtyards. Based largely on the platform of the almshouse, the layout of the Ashcroft Estate shows how the authorities remained naïve regarding how to house large numbers without creating new slum areas. The buildings are arranged in terraces of two storey symmetrical dwellings. The architecture is simple with a central entrance flanked by flat arch windows. The estate has undergone a comprehensive re-fenestration programme with replacement uPVC.
- 4.4.18 The estate was equipped with its own public house, Moriarty's (Grade A; WCS029), situated on the corner of Curzon Circus. The building is brick, with stone cladding to the main corner elevation and full height window surrounds. The windows represent a significant architectural feature with herringbone brickwork to the central panels. There is a good survival of architectural detailing with glazed panels decorated with metalwork in typical 1930s designs and Art Deco detailing to the central entrance bay.

The contribution setting makes to the significance of the asset

- 4.4.19 Both the estate and the public house represent important examples of inter-war architecture. They also provide evidence of the city's response to the post-war housing crisis. In isolation they are good examples of their date and function; however, the subsequent regeneration of the wider area for industrial use has eroded their setting. The clearance of building around Moriarty's have also left the building isolated, with the main junction detracting from the building.

4.5 Key designated built heritage assets beyond 250m of the land required for construction

Steelhouse Conservation Area (WCS049)

- 4.5.2 The conservation area occupies a parcel of land encompassing the municipal complexes of Birmingham Children's Hospital and the Law Courts. Historically, this area developed as part of the Priory of St Thomas, and was left vacant after the Dissolution. By the mid-18th century a number of streets had been laid out with large Georgian townhouses. To the north of this, along Steelhouse Lane was the Birmingham Workhouse, established in 1734 and remaining on the site until 1850. Of significance to the current character of the area was the Victorian development of the area following the passing of the Artisans Dwelling Act of 1875. This enabled the local authority to acquire large areas of land for the purposes of 'improvement', including much of the land within the present conservation area. As a consequence of this improvement, the Birmingham Free Hospital opened in Steelhouse Lane in 1869, now the Birmingham Children's Hospital.
- 4.5.3 The built form within the conservation area is one of substantial 19th century structures, combining austere classical architecture with the elaborate Arts and Crafts style. The grandeur of the municipal buildings is evident throughout with contrasting stone and brick employed in impressive towers and gabled turrets. The buildings create a vertical emphasis across the streetscape, with regular bay rhythm, which continues across the elevations and is reinforced by the high quality 19th century shop fronts that survive largely unaltered. The conservation area includes works by significant local architects by Aston Webb and Ingress Bell, adding to the architectural importance of the area.

The contribution setting makes to the significance of the asset

- 4.5.4 Despite the high proportion of substantial high quality buildings within the conservation area, their influence beyond the designated area is limited. The James Watt Queensway and St Chads Queensway create an effective barrier to the area, creating an unofficial boundary to the city centre. Extending towards the city centre, the area has been subject to extensive redevelopment in the late-20th century, with large office buildings creating a visual barrier. As a result, the Steelhouse Conservation Area appears as a distinct character unit with a well-defined setting.

Colmore Row and Environs Conservation Area (WCS057)

- 4.5.5 Much of the commercial city centre is encompassed within the Colmore Row and Environs Conservation Area. The area encompasses the historic development of Birmingham from the medieval period onwards; however, it is the 18th and 19th centuries which have had the greatest influence on its current appearance. This is a result of the huge expansion the city witnessed as part of the Industrial Revolution. The associated growth in population and wealth provided the need for retail and financial institutions, alongside associated public buildings.
- 4.5.6 The built form of the conservation area is one of high quality architecture, reflecting a mixture of styles, scales and materials to create a varied townscape. This is largely a result of the various land ownerships which impacted on the availability of land for development. The majority of buildings relate to the mid-19th and early 20th century financial and retail growth of Birmingham, particularly along Colmore Row. However, the social influence is also evident with the Grade I listed Town Hall and Grade II* Museum and Art Gallery forming an attractive group around Chamberlain Square. The group is of both architectural and historic significance.
- 4.5.7 The earliest building within the conservation area is the Grade I listed St Philips Church (Birmingham Cathedral) dating to 1709. The church provides a landmark structure set within landscaped gardens, in contrast to the dense urban grain seen elsewhere.

The contribution setting makes to the significance of the asset

- 4.5.8 The height and grandeur of these streets creates enclosed views within the conservation area with new development often interrupting views of the wider cityscape. Notable buildings beyond the conservation area are visible, including the Rotunda (WCS033) and to some extent the iconic buildings of the Steelhouse Conservation Area; however, the historic setting of the conservation area remains its evolving urban context.

Jewellery Quarter Conservation Area (WCS059)

- 4.5.9 The conservation area is centred on the jewellery quarter, located to the north-west of the city centre. The designation area represents a substantial area focussed on the metal trades of Birmingham, particularly the jewellery industry. The metalworking trade in Birmingham was established by the mid-18th century and a dedicated geographical area began to emerge, motivated by the release of the Colmore estate. The development saw domestic scale residential development alongside workshops, with more elaborate manufactories and showrooms following. Due to the large scale of the area there has been significant redevelopment in the late 20th century; however, it remains a centre for the metalworking trade with many of the buildings retaining their original use.

- 4.5.10 The conservation area provides a unique and comprehensive group of industrial buildings which provide significant evidence for the jewellery trade. The built form consists of workshops, converted houses and manufactories, many of which highlight the small-scale of the industry. This is reflected in a combination of terraced housing, alongside small workshops, often with the two combined into one structure. The result is comprises a dense urban streetscape of two and three-storey buildings based broadly on a grid pattern with St Pauls square located at its southern end. The key hill cemetery and the cemetery on Warstone Lane provide contrasting, but significant, areas of open space.

The contribution setting makes to the significance of the asset

- 4.5.11 The unique quality of the jewellery quarter as a distinct area focussed on a single industry has resulted in a cohesive appearance and character. The densely built up streetscapes has resulted in enclosed views; however, the slight rise in topography towards the north also means that the wider cityscape is visible. The extent of late 20th century development means that there is a smooth transition from the conservation area to the wider city landscape.

5 Historic map regression

- 5.1.1 The earliest map available concerning the study area was the 1553 Hill and Bickley map of Birmingham. This is a conjectural map of the city centre drawn in 1860, based on the earliest available maps for the city. The map shows that by 1553 the city centre of Birmingham was fairly well established, with a number of streets running from north to south and east to west. The streets are not set out in any grid or regular pattern, but are more sinuous and meandering. The buildings depicted on the plan are shown fronting onto the streets with long burgage plots extending to the rear. The principle street seems to be High Street, which runs south towards St. Martins Church which forms a central focal point and terminus for many of the streets that radiate out from this point. The other principal buildings shown on this map are the two moated sites of Manor Place and the Rectory, both located at the southern edge of the developed area. The map also shows the location of the priory of St. Thomas to the north of the junction of Dale End and Chappell Street and the associated grounds are also marked on the map. The street at the western end of the study area is called Little Park Street, which is within an area labelled as Land of the Late Gild (sic), possibly relating to the Guild of the Holy Cross established in 1392 by wealthy merchants in the city. This guild was dissolved by Henry VIII in 1547. A channel of water is shown running north-south through the open area to the east of the city. Beyond this is open land marked as The Little Park afterwards the freehold of Dr. Sherlock.
- 5.1.2 A plan of Birmingham surveyed in 1731 by Westley shows the expansion of the city in particular to the north. The areas between the streets on the 1553 map have now been infilled with buildings, many following the lines of the medieval burgage plots. The southern limits of the city are still delineated by the two large moated sites which are shown on more detail on this map with both moats linked by the same stream. St. Martin's church still forms the epicentre of the city with the main streets of High Town, New Street and Broad Street leading from it. Another church has been constructed within the city centre by this time. The church of St. Phillip can be seen at the northern edge of the city set in its own grounds. One of the more noticeable changes on this map is the development of the zone around the priory of St. Thomas. Following the dissolution of this priory in 1536, the land was sold off and developed. The previously open parkland of the priory is now shown as a planned grid of streets surrounding a central square, densely populated with buildings. Some of these buildings are depicted with ornate gardens, indicating this may have been an area of high status housing. The street adjacent to the western end of the study area is now labelled as Park Street and the study area cuts across land now shown as a possible orchard. This plot of land contains a large building with possible outbuildings. The study area then proceeds north-east towards open parkland.

- 5.1.3 A 1751 map surveyed by Thomas Jeffreys shows the continued expansion of the city, in particular along the Digbeth Road at the southern edge of the city leading south-east, which is depicted as lined with dense development. The area to the south of the two moated sites has been marked into agricultural plots, possibly a market garden and buildings have begun to encroach around the moats themselves. The continuing expansion of the city to the north and north-east can be seen by the establishment of building plots and new streets within the former open fields. Many of these building plots are shown to the north of a new chapel, which has appeared at the top of Park Street, called St. Bartholomew's, located within its own grounds.
- 5.1.4 The 1778 map of the city by Hanson shows that to the south of the Digbeth Road in Aston Parish, the open agricultural fields have been divided up and marked out for building plots with new streets also included in the plan. The new streets are laid out in a regular grid pattern, in contrast to the medieval core of the city. The city itself is shown as an extremely densely populated area still limited by Park Street marking the eastern extent of development. The city has expanded to the north and north-east along Coleshill Street and a new chapel is shown at the northern limit of the city labelled as St. Mary's. The study area is still shown as open fields with no development, though some areas have been turned into market gardens.
- 5.1.5 A map of 1779 surveyed by Snape shows the city at a large scale and the surrounding agricultural landscape, divided into numbered lots. The method of the expansion of the city can be seen clearly on this map. As the city expands to the east, west and north, street grids are laid out with building plots infilling them. This is shown particularly well to the north-west of the city where a new street layout has been inserted onto the agricultural fields surrounding the city core. This, therefore, creates a regular grid street pattern surrounding the medieval core and allows the parts of the city created in the late 18th and early 19th century to be differentiated from the medieval origins. These parts of the city follow an irregular street pattern with different sized building plots and streets meandering around rather than follow straight lines and right-angles. The moated sites to the south of the city are beginning to become part of the city, rather than markers delineating the southern limits. Park Lane still provides a buffer between the city and the rural hinterland to the east, however, the land to the south of Duddeston Street has been divided into plots and Bordesley Street is shown.
- 5.1.6 The Kempson 1808 map shows not only the continued expansion of the city, but also the introduction of the first major infrastructure and transport networks in the form of the canal network. The Digbeth Branch Canal, the Warwick and Birmingham Canal and the Birmingham and Fazeley Canal are all shown on this map, with the Digbeth Branch and the Warwick and Birmingham Canal both within the study area. The continuing expansion of the city is again shown on the mapping, with the area to the south of Duddeston Street divided into a street grid including streets named as Canal Street, Bartholomew Street, Andover Street, Fazeley Street and Banbury Street. The eastern limit of this new area of housing is marked by the Digbeth Branch Canal.

- 5.1.7 Pigott-Smith's map of the city of 1824 to 1825 shows the incredibly rapid expansion that was occurring in Birmingham at this time. In the space of two decades the city had at least doubled in size to that depicted on the Kemp map of 1808. The study area experiences an increase in the density of structures. In addition to the north and north-east, south of Duddeston Street, a number of regular plots have been laid out, which are depicted on the map as containing trees and possibly buildings. It is possible that this north and north-east area of Birmingham was being developed as an area of higher class housing, with more outdoor space in contrast to the densely urban environment and cramped conditions that were present in the centre. This area of garden and tree plots extends beyond the boundary of the Digbeth Branch Canal towards a street labelled as Lawley Street, running north – south with further garden plots and buildings to the east. This map also provides evidence of the consequences of the rapid population growth within Birmingham through the appearance of a burial ground to the east of Park Street. This burial ground occupies an entire block from Bordesley Street in the south to the boundary of St. Bartholomew's Chapel to the north, and is bisected by Fazeley Street.
- 5.1.8 The maps that have been discussed above are all large scale maps of the city where broad scale changes could be noted, but no detail is provided. The following text relates to the Ordnance Survey maps at a scale of 1:2,500 which show a great deal of detail. The maps are discussed from the east of the study area to the west.
- 5.1.9 The first set of Ordnance Survey maps available are dated from 1889. At the eastern end of the study area, elements of the rural landscape remain. Bromford Mills with its associated mill pond can be seen to the east of the River Rea, but the area remains open fields used for agriculture to the confluence of the River Rea and River Tame. In the junction of these two rivers, a series of filter beds are shown for a sewage works. One obvious alteration that can be seen on the mapping is the arrival of the railways in Birmingham. The Midland Railway Birmingham to Derby line runs through the study area, with a depot area to the south of the sewage works. The line runs east-west and is carried by viaduct over a further railway running north-south, with a branch line connecting the two at Stechford Junction. This north-south railway line forms a barrier between the more rural area to the east and the industrialised urban area to the west. A carriage works with further branch lines is located to the west of the viaduct and the Birmingham and Warwick Canal can be seen to the north, with a mill race depicted to the north of that.
- 5.1.10 Saltley Works is shown on this 1889 mapping, labelled as Railway Carriages and Wagon. A number of branch lines extend from the main railway towards Saltley Works, which contains a number of buildings and a reservoir. As the study area continues west, the Saltley Gas Works can be seen to the south of the Midland Railway, which has yet another area of sidings to the east of Duddeston Mill Road. To the south of this is an engine shed and a major railway depot and repair site, the mapping shows a vast number of railway lines, travelling cranes and engine sheds leading to the Lawley Street Goods Station. This area to the east of Lawley Street is also a major confluence of a number of railway lines. The Midland Railway runs to meet the Rugby to Birmingham line near Lawley Street connecting with the London and North West Railway Grand Junction line which at this point runs on viaduct. The study area then enters into the area of the Curzon Street Goods Station which is shown as a massive building with associated offices. The study area continues west where the Park Street burial ground is now labelled as Park Street Gardens.

- 5.1.11 The 1905 Ordnance Survey map initially shows few changes to the eastern end of the study area. A new station has appeared at Bromford Bridge, but there are no further additions until the sewage farm to the north of the River Rea. More filter beds have been added here and the Midland Railway has seen the addition of more railway lines leading into the first depot or sidings which is now labelled as Washwood Heath Sidings. The number of lines within this area has increased, indicating the expansions and increasing reliance on the railway network. To the west of the north-south railway line, a new road called Aston Church Road has been constructed, which runs parallel to the railway. To the south-west of this road, a new housing estate has been created and the Saltley Carriage Works, which has expanded, abuts the western boundary of the estate. The Saltley Carriage Works now occupies the area, ending at the B4114 Saltley Viaduct. The increasing number of large, industrial units and sprawling infrastructure within the western part of the study area can be seen to the west of B4114 Saltley Viaduct. Saltley Gas Works has expanded and further gas holders have appeared to the north of the Midland Railway line. The remainder of the study area to the western terminus is dominated by railway lines and associated railway infrastructure, as described previously. The main difference between the 1889 and 1905 maps is the scale of the sidings, goods stations and infrastructure. The Lawley Street Goods Station has a number of new, large buildings and Curzon Street Station now includes two new large buildings within the site. The Digbeth Branch Canal is shown as running in a tunnel beneath the railway tracks leading to Curzon Street Station, with Curzon Street Wharf leading into Ashted Locks to the north of the station.
- 5.1.12 The eastern end of the study area remains largely unchanged once again on the 1915 to 1925 Ordnance Survey map. An area of allotment gardens has appeared to the south of the Midland Railway line, to the east of Common Lane. Further allotments have been created to the north of Washwood Heath Sidings between the railway tracks and the River Rea. The Saltley Carriage Works is still shown on this map but is not labelled. The works have expanded further, adding new buildings and a reservoir adjacent to the railway tracks. To the west and north of the carriage works, all of the gas holders seen on the previous map editions are no longer shown and the Saltley Gas Works and City Gas Works seem to have been removed. This may have been an error in the mapping as the next map in the sequence dated 1925 shows the gas works as intact. The decision not to show the gas works may have been a tactical decision taken during World War I so as to remove these potential targets. There are very few other major changes to the western part of the study area.
- 5.1.13 The eastern end of the study area up to Common Lane shows no significant changes on the 1925 Ordnance Survey map from the previous edition. To the west of Common Lane, south of the Washwood Heath sidings, a large railway works depot has been constructed labelled as the Midland Works. This works appears to be an extension of Washwood Heath, with a number of large buildings and engine sheds constructed to the south. To the west, the Saltley Works have been relabelled and all of the gas works and gas holders not shown on the previous map have been reinstated. More, smaller gas holders have been added to the west of B4114 Saltley Viaduct. To the west of this, the railway lines continue as previously shown, with Curzon Street Wharf to the west of Lawley Street. It is noted on this map, and previous editions, that the Lawley Street Goods Station is annotated with the Midland Railway and the Curzon Street Goods Station is annotated with London and North West Railway indicating the company ownership of these particular sheds. The remainder of the study area to the west does not show any significant changes.

- 5.1.14 The 1937 Ordnance Survey map shows the first significant alterations and changes to the landscape in the eastern portion of the study area. In particular, the route of the River Tame has been substantially altered. The route has been straightened as it crosses the Midland Railway, which has now been renamed as London, Midland and Scottish Railway. The river, as it moves eastwards out of the study area, has been substantially diverted. It no longer meanders, crossing the railway line then dropping back south. Instead, the river has been straightened to run parallel to the railway line directly to the south of it. In addition to this, new, unlabelled buildings have been constructed to the west of A4040 Bromford Lane, north of the railway line, which appear industrial in scale. To the west of A4040 Bromford Lane, the confluence of the River Rea and River Tame has also been straightened and moved further south. To the south of the railway line, the area that was formerly shown as allotments has now been cleared and a number of large buildings have been constructed along with a number of land drains. The Midland Works is shown, but an interesting feature of this particular map is that none of the railway lines are actually shown. The corridors are shown and any viaducts required, but the tracks themselves are not depicted at any of the stations, sidings or depots. The buildings within the various works, the Saltley Works, Midland Works, Lawley Street Goods Station and the Curzon Street Goods Station have not altered in any significant way. As the study area moves west, a new street is labelled Viaduct Street, running parallel alongside the Grand Junction Railway line leading to Vauxhall Station, which is located outside the study area. At the very western end of the study area, in the residential and industrial part of the city centre, many of the houses appear to have been cleared to make way for larger industrial units, some of which are labelled here as a Machine Tool Works and Warehouse.
- 5.1.15 By the 1950s, the Ordnance Survey mapping shows that the eastern portion of the study area has begun to lose the remaining areas of rural landscape around A4040 Bromford Lane. To the west of A4040 Bromford Lane is a small industrial unit labelled as Ashted Works and the area to the west of the River Tame is shown as disturbed, possibly from old quarrying and clay pits. Directly to the north of the London, Midland and Scottish Railway at the eastern end of the study area is a newly constructed warehouse, served by a branch line of the railway. To the west of the River Tame and south of the railway, is now shown the entire area as developed, with a mixture of industrial and recreational structures. A sports ground and club house has been developed and Washwood Heath Sidings has expanded considerably. The area between the railway line and the River Tame to the north is now occupied by more railway tracks and the number of buildings within the sidings has increased. This increase in number and volume of buildings makes it difficult to differentiate between the Midland Works and the Washwood Heath Sidings. The remainder of the study area to the west is now entirely occupied by railway tracks, structures and other ancillary infrastructure. The four gas holders of the Saltley Gas Works are no longer shown, and the area is now occupied by a travelling crane to the west of the B4114 Saltley Viaduct. The City Gasworks is still shown with the two large gas holders to the east of Nechells Place and a number of smaller gas holders to the north of the railway line. The River Rea can still be seen within the study area and a coal yard has been laid out to the north of Lawley Street Goods Station. Curzon Street Goods Station is now simply labelled as Goods Station.

- 5.1.16 The 1960s Ordnance Survey maps show the continuing industrialisation of the very eastern end of the study area, with the addition of a small number of warehouses. New, very large buildings have been constructed within the Washwood Heath Sidings and the area to the north of the railway line is occupied by developments possibly still associated with the sewage works. The Midland and Saltley Works are not labelled with their individual names, but rather simply as Works on this map, but there is no reduction in the footprint of either site. Further west, there are few significant changes, however, Park Street Gardens are no longer labelled, but the area is still shown as a garden.
- 5.1.17 The available Ordnance Survey mapping for the 1970s is not complete and does not show the eastern end of the study area. The first major change shown on the mapping is that the Saltley Works is labelled as the Saltley Trading Estate. Although some of the buildings remain unchanged, a number are shown as demolished, with other units built in their place. The railway tracks that led into the works have all been removed, as have the tracks to the north of the London, Midland and Scottish Railway. The Lawley Street Goods Station is now labelled as a Freight Terminal but there has been no significant removal of buildings and railway tracks. Similarly, Curzon Street Goods Station is now labelled as a depot.
- 5.1.18 A complete set of mapping was available for the 1980s which shows the extent of the urbanisation of the eastern end of the study area. This area is shown as covered by residential and industrial development. A transport depot has been established in the area between the River Tame and the railway line and a number of depot buildings have been constructed to the north of the railway line. The Washwood Heath Sidings still occupy a massive area with a number of large scale buildings to the south. The Midland Works is not labelled, however, the railway tracks still remain, indicating their possible continued use as part of the railway infrastructure. The engine shed to the west of Duddeston Mill Road is no longer shown and a large number of railway tracks have been removed in the Vauxhall area to the east of Duddeston Mill Road.
- 5.1.19 One major change shown towards the western end of the study area is the reduction in a number of railway lines running to the former Lawley Street Goods Station to one. The other tracks and sidings have been removed, with the exception of the one leading to the Freightliner Terminal Depot established to the north of Landor Street. The railway tracks leading to the former Curzon Street Station do remain, however, their number is greatly reduced from the heyday of the early 20th century. The general impression given by the maps from the 1980s is the continued importance of industry to Birmingham and the continuing spread, even in the latter part of the 20th century, of industrial units. It also shows the decline of the importance of the railway in the city centre, in particular the decline in the number of services required for freight.
- 5.1.20 The final map sequence available for study area dates from the 1990s; however, they do not show any significant changes from the 1980s edition.

6 Historic landscape

6.1 Historic landscape characterisation

- 6.1.1 The location of medieval Birmingham is suggested to be located to the west of the study area, around the modern Bullring Shopping Centre. While no standing structures remain, the medieval street pattern can be still identified in pockets around the city centre; however, it is the industrialisation of the 18th century that defines the present landscape within Birmingham. The stimulus for the move from nucleated settlement to sprawling urban conurbation came with the arrival of the canals, which enabled new industry to be established alongside the waterways, with associated commercial development within the city centre. The canals themselves provide a linear feature cutting through the study area, taking advantage, in part, of the existing River Rea valley. The combination of hard landscaping of towpaths and the natural environment creates a pleasant corridor, in contrast to the heavily built up urban form seen elsewhere. Alongside the canal, workshops and manufactories were built, a significant number of which survive in use. Their continued use creates an industrial character of activity and movement, which continues the sense of place of the 18th century city.
- 6.1.2 In the 19th century, the railways arrived in Birmingham. The first lines into the city entered from the east, through the study area, and their impact on the surrounding townscape was dramatic, and remains dominant within the current arrangement. Substantial viaducts, such as the Lawley Street Viaduct and Bordesley Viaduct, cut straight through the surrounding landscape to enter Curzon Street. These large structures provide a terminus for many views within the study area, truncating the historic street layout. To the east, the railways were in themselves a stimulus for expansion and development. Within Vauxhall, engine sheds and sidings were established on a large piece of land. These remain in use as a freight terminal. At Washwood Heath, Joseph Wright built his Saltley Carriage Works in 1844, with subsequent expansion as part of the Metropolitan Carriage and Wagon Company (latterly the Metro-Cammell (Works). On the adjacent site, the Wolseley Motor Works were added in 1889, these remained in use as the Leyland-DAF works until recently.
- 6.1.3 The arrival of the transport infrastructure had a knock-on effect on the development of Birmingham. The arrival of industry provided a stimulus for population growth and therefore, there was a need for a substantially increased number of houses. Extending to the south of the works at Washwood Heath is an area of workers housing with associated community buildings. These represent regularly laid out streets of uniform terraces, extending into Ward End and Bordesley Green. This is in contrast to the more informal layout of the later suburbs, which became popular in the inter-war and post-war period. To the north of the railway, in contrast the road network provided by the M6 and A38 (M) provided the stimulus for continued industrial activity. This area has continued to expand with 20th century light industrial and commercial buildings established on large, purpose-built business parks.

- 6.1.4 The 19th century also witnessed the expansion of the commercial and municipal centre of Birmingham. The city centre is dominated by ornate shops and arcades, particularly along New Street and Corporation Street, which reveal evidence of the wealth experienced by Birmingham during the industrial period. Associated municipal development is concentrated around Colmore Circus, where imposing red brick buildings create a distinct character area.
- 6.1.5 The 20th century/modern period is characterised by the construction of large-scale commercial and retail developments and road networks, replacing the historic townscape. This is evidenced with developments such as the Bullring, Eastside City Park and Moor Street Queensway. Large-scale demolition has also taken place, particularly around Curzon Street, with large swathes of derelict land. However, large pieces of cleared land have undergone redevelopment as part of the City Park Gate project, with large new buildings creating a modern character that dominates the surrounding streetscape.

6.2 Historic parks and gardens

- 6.2.1 There are three registered parks and gardens (RPG) within the study area -one Grade II* and two Grade II. Two of the identified RPGs are cemeteries - Key Hill Cemetery (WCS064), Grade II* registered and located to the north-west of Birmingham New Street station and Warstone Lane Cemetery (WCS063), Grade II registered and located 100m to the south of Key Hill. The two cemeteries have close historical links, with Warstone Cemetery being created by the Church of England as a direct response to Key Hill, the first public cemetery in Birmingham city and for the use of non-conformists (persons belonging to a non-Christian religion or any non-Anglican church).

Key Hill Cemetery (WCS064)

- 6.2.2 Key Hill Cemetery was funded by the Birmingham General Cemetery Company who purchased a parcel of land on the edge of the city for the cemetery from the Guardians of the Poor. The Guardians were allocated the land following the enclosure of the waste land of Birmingham Heath in the early 1800s and had turned it into nursery gardens and orchards. The area to the east and south of the cemetery was becoming specialised in the production of jewellery and small metal goods and this specialisation continued to grow and develop, eventually becoming what is now known as the Birmingham Jewellery Quarter. The cemetery was taken into the Council's ownership in 1952. As the earliest public cemetery in Birmingham, this asset has the potential to offer insight into the early design and layout of urban cemeteries, which also functioned as picturesque open spaces in what, was increasingly an industrial and rapidly expanding city. The significance of the asset lies in its historic value in its status as the first public cemetery in Birmingham and in the knowledge the asset can provide of the social structure of 19th century Birmingham. In particular the mix of Guinea grave and the more elaborate single interments and funerary monuments offer the chance to study social hierarchy that was evident even after death. The asset can provide information and detail into the narrative of the rise of public cemeteries which were needed in Birmingham and other major city centres in the 19th and early 20th centuries. The number of ornate and elaborate funerary monuments within the burial ground adds to the artistic and architectural value of the asset and the original layout of the cemetery is legible.

- 6.2.3 The cemetery was opened in 1836 as a burial ground for all denominations, but primarily used by non-conformists. Upon opening, the burial ground was known as The Birmingham General Cemetery. It was designed by Charles Edge, a prominent local architect. The site chosen for the burial ground was a former quarry, with active mining and quarrying taking place in the immediate vicinity. Edge used this altered landscape to create an interesting and picturesque design, including the sandstone cliffs, catacombs and winding, deep rock hewn paths. The planting within the cemetery was the responsibility of John Pope and Sons of Handsworth. This design and layout is a good example of an early Victorian garden cemetery and exhibits artistic and architectural values that add to the significance of the asset.
- 6.2.4 A number of prominent 19th century figures in Birmingham's history are buried within this cemetery, and their monuments and tombs give this asset architectural and artistic value. Those buried at Key Hill include the Rt, Hon Joseph Chamberlain, Rev. George Dawson, Alfred Bird, Thomas Avery and J. H Chamberlain¹¹¹. In addition to these more elaborate funerary monuments, the cemetery contains a group of late 19th century pauper or Guinea graves. These were larger burial plots for unrelated groups of people where, if you could afford a guinea, you could be buried and have your name engraved on a headstone, thus avoiding the indignity of being buried in an unmarked grave. The ranges of monuments from all social classes lend this cemetery historical value reflecting the hierarchy of society at the time. The cemetery also contained a neo-Classical chapel, which was aligned with the western entrance and at the crossroads of the main path. This chapel was demolished in 1966.
- 6.2.5 The boundaries of the cemetery did not stay fixed and the site extended south and east until the 1930s due to the continued mining of the site for quarry casting sand for use in the local jewellery industry which cut into the sandstone cliff face that formed the eastern boundary. This active quarrying also influenced the layout of paths within the cemetery, with more areas being laid out as land was reclaimed from the quarrying zone. The southern boundary of the cemetery was also altered after opening of the cemetery, with the construction of the Birmingham to Wolverhampton railway in 1854. This boundary is now formed by a brick retaining wall to prevent access onto the tracks. The remainder of the cemetery is bounded by railings and the asset is located in a heavily urbanised and industrial area of Birmingham.

The contribution setting makes to the significance of the asset

- 6.2.6 The principal entrance to the cemetery is via an iron gateway flanked by two sandstone piers within the western boundary of the site. A similar entrance gateway is located at Key Hill at the northern end of the cemetery. There are no long distance views afforded from within the cemetery, and the main entrance is orientated to the north. From within the cemetery, there is little sense of the surrounding area and the space is very enclosed, the feeling of which is enhanced by the sandstone cliff face and the tall brick retaining wall that forms the southern boundary. The limits of the asset are clearly delineated and although the setting encompasses the other Victorian public cemeteries in the city, the understanding of the significance of the asset is most easily appreciated from within the boundary.

¹¹¹ The Pugin Society (Birmingham); <http://www.birminghamheritage.org.uk/pugin.html>; Accessed 13 June 2013.

Warstone Cemetery (WCS063)

- 6.2.7 The opening of Key Hill Cemetery was noted with interest by the churches in the area. Although a large and well-designed cemetery, its status as a non-conformist burial ground made it an unattractive proposition for a burial site to the Anglican community in Birmingham. This non-conformist denomination was one of the key motivators for the local Church of England officials opening a cemetery in the city centre for the sole use of Anglican worshippers. The site chosen was located approximately 100m to the south of Key Hill Cemetery, south of the Birmingham to Wolverhampton line.
- 6.2.8 In 1845, the Church of England Cemetery Company was formed and with the permission of the Bishop of Worcester, began to look for a suitable location. A 7ha parcel of land at Warstone Lane, a former sand quarry was chosen and purchased for £9,630 from the owners Sir Thomas Cooch and Colonel Howard Vyse. Like Key Hill, this cemetery was also compulsorily purchased by Birmingham City Council in 1952 and was closed for burials in 1982.
- 6.2.9 The landscaping of the cemetery was possibly designed by R. H. Vertegans, a notable Birmingham nurseryman and landscape gardener. The buildings within the site were designed by James R Hamilton of the Gloucester firm Hamilton and Medland. The cemetery was opened in 1848 and the creation of this Church of England burial ground allowed many other overcrowded churchyards to close for burial. The cemetery was designed in the Gothic style and the buildings within the garden were also designed in this style. The entrance lodge marks the principle entrance, located to the north of Warstone Road in the south-east corner of the cemetery. The lodge was built in the Tudor Gothic style, and is Grade II listed in its own right and still extant. The lodge is now separated from the rest of the cemetery by a railing fence, but the gates have been removed. There is no longer any access to the grounds through the entrance of the lodge. The main building within the cemetery was the chapel, located at the highest point and designed by James R Hamilton in the Perpendicular Gothic style. The chapel served as the parish church of St. Michael from 1854 to 1878 and suffered extensive bomb damage in World War II. It was demolished in 1958. The cemetery also contains a World War I memorial cross near to the lodge.
- 6.2.10 In addition to the principal entrance to the site, there are three further entrances, two on Vyse Street to the east and the third to the north-west on Icknield Street, which now serves as the principal entrance to the site. From here, a path runs uphill towards the catacombs. The catacombs are located under the site of the chapel and were completed in 1880. They are constructed from a sandstone-faced masonry inserted into the side of the old sand quarry. Two tiers of catacombs were created; these now form the focal point of the cemetery, which faces west towards Icknield Street. The footpaths, which meander through the cemetery, were designed to have views of the chapel from throughout, with the main paths and avenues lined with trees. The original layout and design is still legible within the cemetery and adds historic and artistic value to the site. The survival of the catacombs as a major focal point within the grounds lend artistic and architectural value to the asset and its setting, however, the removal and severing of the lodge from the cemetery context and the inaccessibility to the ground through this primary entrance does remove some of the evidential value and makes it more difficult to interpret the architect's intentions when creating the footpaths.

- 6.2.11 The creation of this asset as a direct response to Key Hill adds to the historic value of the asset by contributing to the study of 19th century religious denominations and social history. The historic and artistic value is also expressed through the design of this garden by R. H Vertagans, a famous local landscape gardener. The architectural value of this asset has been reduced through the removal of the chapel building after extensive bomb damage, however the incorporation of the catacombs which incorporate both the history of Birmingham and an interesting artistic feature into the asset. All of these values contribute to the significance of the asset.

The contribution setting makes to the significance of the asset

- 6.2.12 The setting of this asset is the mix of industrial and residential development that surrounds the site, including the Jewellery Quarter. Despite being built in direct response to the Key Hill Cemetery, Warstone is much more open, with fewer trees and tall boundaries surrounding it. Indeed there are no distinct boundaries demarcating the cemetery in some locations, particularly along the northern boundary where the pavement or road directly abuts the grass of the cemetery. This setting enhances the significance of the asset and allows greater understanding of its value as the cemetery was intended to be an urban feature, thus, the clear views across the city form a key part of its setting.

Aston Hall Gardens (WCS028)

- 6.2.13 The third RPG is the remains of the formal garden and deer park associated with the early 17th century Aston Hall and is Grade II registered. The grounds were subsequently reworked in the mid-19th and early 20th century as a public park and pleasure grounds. The Holte family were lords of Aston from the 14th century and originally resided in Duddeston. The seat of the manor of Aston was moved to the site of Aston Hall and a new house constructed in 1617 by Sir Thomas Holte, who was created a baron in 1611. Aston Hall was then the seat of the Holte family until 1817, when the last surviving Holte died and the estate was sold. The purchasers of the estate, Whitehead and Greenway, two bankers, leased the estate to James Watt until 1848. Following this, large portions of the estate were sold off for building, leaving just the hall and 17ha of parkland.
- 6.2.14 The idea of creating a public park in Birmingham was formed in the 1850s and in 1857 the Aston Hall and Park Company was formed, which purchased the ground. The opening of the park was undertaken by Queen Victoria in 1858. The park under the management of the Aston Hall and Park Company was short lived, closing in 1864, partly due to the unfortunate death of Mrs Powell, 'the Female Blondin' during a high wire act in 1863. The City of Birmingham stepped in on this matter in 1864, providing the remaining funds required to secure Aston Hall for use as a museum as well as the grounds, thus securing its future. In 1946, the Hall was converted back from use as a museum and restored to show how a major house would have looked in the 17th and 18th centuries. The park and house are still in municipal ownership.

- 6.2.15 As with any large estate with early origins, the grounds have gone through many phases of development. The first gardens were established to the west of the Hall in 1630, balancing the forecourt to the east and a terrace walk 180m was created across the west front of the Hall. The parkland was created in the 1620s emparking the open fields of Aston and enlarged in 1621 when Sir Thomas Holte was granted a licence to enclose highways. The park was walled in 1758, when it comprised an area of 136ha. When the estate was purchased in 1818, the outlying parts were split into paddocks and smaller lots of land and let out. The remaining parts of the park were removed in the 1840s by the development of Lozells and Aston New Town. Further urbanisation following the death of James Watt in 1848 led to the removal of the deer herd from the remainder of the parkland. The tenure of James Watt at Aston Hall also signalled the start of a scheme of improvements to the formal gardens, including the insertion of a number of formal lawns around the periphery of the house. The mid-20th century saw extensive change to this designed landscape. In 1924, a scheme was proposed by the Birmingham Civic Society to re-design the gardens and grounds to better cope with the number of visitors and to reflect the 17th century character of the hall. A number of sports grounds were created, screened from the hall by hedges, and formal bedding schemes were planted to the east and west of the building. The terrace was used as a focal point of an elaborate planting scheme extending to the west.
- 6.2.16 The significance of the asset is derived from being the first example of a local authority acquiring a historic building in order to ensure its survival. The historical and architectural value of Aston Hall (Grade I listed) lends significance to this asset due to its aesthetic relationship with the park and the ability to interpret and understand the purpose of the park as an ornamental surrounding for the asset of the hall itself.

The contribution setting makes to the significance of the asset

- 6.2.17 This asset retains none of its original setting, having been established as a manor house in an open, wooded landscape to now being located in the heart of a densely populated urban conurbation. The remaining area of estate included in the registered zone only represents a small portion of the original estate and does not fully embody the vision of the landscape architect who laid out the gardens. The setting is, therefore, limited to the boundary of the park, but could be expanded to include the other public parks created during the Victorian period as part of the general philanthropic movement that was prevalent at the time. The reduction of the boundaries of the park has limited the viability of views available to and from the asset. Those that are available are orientated to the east and west.

6.3 Important hedgerows

- 6.3.1 Four hedgerows have been identified within the study area that meet the criteria for Important Hedgerows as set out in the Hedgerow Regulations issued in 1997.
- 6.3.2 Hedgerow (WCS032) is a 50m long and 3m wide section of hedgerow associated with the Warwick Bar Conservation Area (WCS027). It is located to the south of the B4132, Curzon Street. This hedgerow is a remnant of the hedgerows that were planted alongside the canals when they were originally built.

- 6.3.3 Hedgerow (WCS015) is a 200m long section of hedgerow. The hedgerow is situated on the western bank of the Grand Union Canal, parallel to Crawford Street. The canal is an identified non-designated asset recorded on the HER and the hedgerow forms an important part of this asset, being contemporary with the construction and an important part of the original design.
- 6.3.4 Hedgerow (WCS013) is a 200m long section of species poor hedgerow with hedgebank. It is located on the western bank of the Grand Union Canal, where it runs parallel to the River Rea and the A47, south of Aston Church Road. The association with the non-designated asset of the Grand Union Canal which is identified in the Historic Environment Records and its status as part of the original historic character and landscaping associated with the original construction of the canal.
- 6.3.5 Hedgerow (WCS012) is a 200m long section lining the Grand Union Canal. The hedgerow is also with the non-designated asset of Grand Union Canal, which is identified in the Historic Environment Records and is a rare surviving example of the landscaping undertaken when the canals were constructed. It survives with a hedgebank and is located on the western bank of the canal, where it runs parallel to the River Rea and the A47, south of Aston Church Road.

7 Archaeological character

7.1 Introduction

- 7.1.1 To determine the archaeological potential for the study area, it was sub-divided into archaeological character areas (ACA). These archaeological character areas are derived from a consideration of the current topography, geology and land use of the area. From these factors the potential for recovery of archaeological remains is considered.
- 7.1.2 From these broad character areas, the landscape was further subdivided into archaeological sub-zones (ASZ) (see maps CH-03-160 to 163), which have allowed for a more in-depth understanding of the archaeological potential of the study area. The study area has been sub-divided into eight ASZs and a description of each is presented in Table 2: Archaeological sub zones. Although initially defined and characterised by current land use, a number of additional factors have determined the potential of the sub-zones to contain archaeological remains of significance. These factors include topography, geology, historic character and distribution of known archaeological finds, sites and assets.

7.2 Character areas

- 7.2.1 The archaeological character areas described in the following, extend from east to west within the study area.

Archaeological character area 001 - directly east of A4040 to Park Street

- 7.2.2 The archaeological character area is located on the eastern edge of Birmingham city centre which is characterised by mixed urban development of various dates. The city centre, in particular the western end, is interspersed with cleared sites in anticipation of future development. The zone occupies an area of high ground that slopes east to the valley of the River Rea and River Tame. There is sparse evidence for prehistoric activity, which consists of occasional flint tools. The zone was on the periphery of the medieval settlement, with evidence for pits and ditches as well as structural evidence previously found in the Freeman Street area and the east of Moor Street station.
- 7.2.3 The post medieval development of the archaeological character area is preserved within the existing urban landscape to varying degrees across the zone, with surviving elements of domestic use and arrangement, religious use in the form of a cemetery and churches and the industrial use of the area along with the development of the infrastructure network.

Archaeological character area 002 - Park Street to east of New Street Station

- 7.2.4 The archaeological character area is located within the floodplain of the River Rea and River Tame and tributaries, although the alignments of both have been subject to realignment and canalisation as a result of development. Extensive evidence of post medieval and modern expansion of the city is present, including railway infrastructure and industrial activities, such as gasworks as well as modern infrastructure, including the M6. Evidence for earlier use of the archaeological character area is shown by the presence of moats and watermills, the latter using the water courses. Previous works within the Nechells area have identified Pleistocene deposits, although the extent of such deposits is uncertain. Within the archaeological character area there are extensive areas of 'made ground' of variable depth associated with land raising activities for development. It can be anticipated that given the expected waterlogged conditions within the river valleys, palaeo-environmental and other water logged deposits may be present.

7.3 Archaeological sub-zones

- 7.3.1 The ASZs are presented in Table 2 from east to west within the study area. Plans showing the sub-zones can be found in Appendix 5 cultural heritage map book CH-03-160 to 163.

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Table 2: Archaeological sub zones

No.	Name	Topography	Geology/soils	Modern land use	Historic Landscape Character	Archaeology
26-01	Washwood Heath depot and area to east.	The area gently rises east to west approximately 90m to 115m AOD. There is however local variation as a result of development.	Mercia Mudstone overlain by glacial and alluvial deposits associated with the River Rea/ River Tame along with extensive areas of Made Ground of variable thickness. Within the area of the Washwood Heath depot geological mapping indicates an area of gravel within alluvium associated with the River Rea and Tame.	19th century railway siding and modern industrial development.	Mixed industrial use with railway infrastructure.	Potential for deposits associated with River Tame along the northern edge of the area. Potential for assets associated with activity within the area of gravel. The extent of survival will be dependent on the extent of truncation from existing and previous development along with the depth and extent of made ground.
26-02	A4040 to Moor Street Queensway (B4100).	Area trends upwards east to west approximately 105m to 115m AOD within the valley of the River Tame and River Rea. Topography is masked by urban development.	Mercia Mudstone overlain by glacial and alluvial deposits associated with the River Rea/ River Tame along with extensive areas of Made Ground of variable thickness.	Modern urban development, including industrial and urban uses, along with motorway, road and railway infrastructure.	Mixed utilisation of the landscape consisting of industrial, business park, residential and recreational uses.	The valleys of the Tame and Rea have the potential to contain palaeo-environmental and other waterlogged remains. Evidence for use of the area during the medieval and later periods may also be present. There is also the potential for Pleistocene deposits, as previously found in the Nechells area, to be present.
26-03	Residential estate, south of Washwood Heath depot, from A4040 to Ash Road (B4145).	The area gently rises east to west and north to south, approximately 90m to 115m AOD.	Mercia Mudstone overlain by glaciofluvial sands and gravels.	Modern urban development comprising mainly housing. Central bisected by the Stechford and Aston line.	Historic settlement surrounded by large, post-enclosure fields; transport.	Potential for palaeo-environmental remains to exist in gravel layers that overlook the River Rea however this area has seen extensive truncation through modern industrial development, The potential for recovering archaeological deposits is dependent on the level of truncation and depth of the gravel deposits.

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No.	Name	Topography	Geology/soils	Modern land use	Historic Landscape Character	Archaeology
26-04	Industrial buildings around Heartlands Parkway (A47), from M6 to A47, Saltley Viaduct roundabout.	Gentle slope from north-west at 105mAOD to south-east at 90m towards the River Rea.	Mercia Mudstone and Bromsgrove Sandstone Formation resulting from ancient river beds, all overlying alluvial sands, clays, gravels and silts.	Modern industrial development and road network, including gas-ometers.	Agricultural, transport and industrial with small scale development appearing in the late 19th century.	The low-lying nature of this zone indicates the potential for deposits associated with the River Rea and possible waterlogged deposits. Industrial activity is a relatively recent feature here, not arriving until the early 20th century indicating the potential for earlier deposits to survive in areas which have been less intensively developed.
26-05	Industrial estate east of Heartlands Parkways, from Stechford and Aston Line to the Birmingham and Derby Line.	Gentle slope from 100m to 95m AOD as the zone moves towards the River Rea.	Mercia Mudstone overlain by glaciofluvial sands and gravels with a section of river alluvium of clays, silts, sands and gravels.	Modern industrial units and infrastructure.	Industrial, transport.	The valleys of the River Tame and River Rea have the potential to contain palaeo-environmental and other waterlogged remains. This area has seen extensive and long standing industrial development which is likely to have removed earlier deposits, though evidence of early industrial buildings may survive in areas which have seen less intensive development. There is also the potential for Pleistocene deposits, as previously found in the Nechells area, to be present, however this is dependent on the level of later truncation.

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No.	Name	Topography	Geology/soils	Modern land use	Historic Landscape Character	Archaeology
26-06	Mixed-use estate, from east of Nechells Place encompassing Curzon Street and Moor Street Station towards Landor Street.	Slope from north-west to south-east from 120m to 100m AOD towards River Rea.	Bromsgrove Sandstone Formation overlying glaciofluvial sands and gravels.	Predominately commercial with small areas of residential, modern infrastructure comprising highways and railways.	Industrial, transport.	Possibility of prehistoric archaeology with the gravels overlooking the course of the river. There has been extensive modern development within this zone which may have truncated earlier deposits. There is the potential for the recovery of post-medieval industrial archaeology in areas which have not been extensively redeveloped.
26-07	A4540 to Park Street Gardens.	Area trends upward from east to west to the valley of the River Rea, from approximately 105m to 115m AOD. Topography is masked by development.	Mercia Mudstone with Bromsgrove sandstone to the west of the Birmingham Fault. These are overlain by a continuous cover of glacial and alluvial superficial deposits consisting mainly of sands and gravels. Extensive areas of Made Ground are also present.	Urban development with extensive areas of clearance in anticipation of future development.	Industrial utilisation of the landscape along the existing railway corridor.	Known archaeological assets in many locations, which include evidence for prehistoric activity, medieval occupation and post medieval occupation as well as industrial/infrastructure, which are the dominant character, associated with the expansion of the City during this period.
26-08	Park Street Gardens to Freeman Street.	Area trends upward west to the valley of the River Rea, from approximately 115m to 121m AOD. Topography has been affected by urban development, although the broad trend is clearly visible.	Mercia Mudstone with Bromsgrove sandstone to the west of the Birmingham Fault. These are overlain by a continuous cover of glacial and alluvial superficial deposits consisting mainly of sands and gravels. Extensive areas of Made Ground are also present.	Urban development, with substantial areas of demolition/cleared sites currently in a variety of uses.	Urban utilisation consisting of commercial and industrial uses forming part of the edge of the centre of Birmingham.	Known potential from previous works including medieval urban fringe and later deposits, post medieval cemetery at Park Street Gardens along with projected line of medieval deer park forming the eastern boundary of Park Street Gardens.

8 Analysis and research potential

8.1 Analysis of understanding

- 8.1.1 The baseline report presents the heritage baseline data for the study area. The report identifies and describes assets located within study area and provides a narrative chronology using historic map evidence and documentary research.
- 8.1.2 This report has identified that evidence for early prehistoric activity is represented by flint implements such as stone axes and arrowheads. It has been suggested that during this period the study area was covered by extensive woodland, and evidence from excavation and pollen data supports this suggestion along with the suggestion that locally boggy areas were also present. There is some evidence to suggest that there may have been clearance of the woodland, although the extent to which this took place both spatially and temporally is unclear.
- 8.1.3 The presence of the River Tame and River Rea would have provided an attractive location for settlement with ready water supply. Evidence for Bronze activity is provided in the form of burnt mounds although indications of any associated settlement is absent. Iron Age settlement has been located within the study area for example a farmstead located during the M6 Toll excavations. There are also isolated findspots of a similar date.
- 8.1.4 Evidence of Romano-British activity comprises pottery fragment from Birmingham City centre and a coin from Washwood Heath. The Metchley Roman fort is located outside the study area near Vincent Drive, Edgbaston and was connected to Icknield Street which linked to the fort at Alcester to the south of the study area. The fort at Vincent Drive was associated with a civilian settlement or 'vicus'. The only other similar settlement evidence of this date within the vicinity is that located during archaeological excavation at Castle Bromwich Castle which has been interpreted as being associated with a crossing point of the River Tame.
- 8.1.5 It is possible that Birmingham had an early medieval origin, with its nucleus being suggested to be located between Curzon Street and Hockley Brook. Place name evidence supports the suggestion for an early settlement.
- 8.1.6 By the time of Domesday a small settlement was present which was part of the Coleshill Hundred. The granting of a royal charter in 1166 to hold a market stimulated a rapid growth in the settlement which saw the establishment of a prosperous market town with a parish church and a moated manor house. To the south of the settlement industries exploiting the water course, such as tanneries were located. A deer park was located to the east which belonged to the manor of Birmingham. It is suggested that the boundary of the deer park is situated to the south of Park Street Gardens.

- 8.1.7 Archaeological investigations have not provided evidence of medieval houses or property boundaries it can be expected that the arrangement of the medieval settlement followed that seen elsewhere with an arrangement of regular 'burgage' plots. However, archaeological works at Freeman Street located pits and ditches which are believed to be the rear of properties fronting onto Moor Street. The arrangement of the medieval street pattern is however still evident in the modern street layout, particularly in the Digbeth/Deritend area.

- 8.1.8 Birmingham developed from a market town into an industrial centre during the post medieval period as a result of its location on a number of transport routes along with readily accessible natural resources. These enabled the town to develop its industrial character that included bone-working and tile and pottery manufacture that was readily exportable through the communication network and evidence for this activity has been located through archaeological works.

- 8.1.9 This growth resulted in an expansion of the city centre and an increase in the industrial basis for the city. The arrival of the Worcester and Birmingham canal in 1793 and the Birmingham and Warwick Junction canal in 1844 provided further stimulus to urban and industrial development along with associated expansion of the extent of the city and the associated increase in population and population densities that were also experienced in other rapidly expanding urban centres during the 19th century. To accommodate the expanding population extensive areas of housing were provided along with burial grounds, such as that at Park Street. This was opened as an extension to the St Martin's burial ground and was explicitly used for lower status burial.

- 8.1.10 Birmingham was granted its Charter in 1838 which with the rapidly expanding urban centres and development of outlining areas indicates the increasing importance of the city.

- 8.1.11 The arrival of the railways provided the final stimulus for the economic development of the city during the 1830. The relatively undeveloped River Rea corridor was exploited as a means of access to the city centre, with Curzon Street becoming the terminus for two major railway companies. The provision of the railways provided a direct link with London and provided an effective mechanism for communication with the capital and the transport of goods. The transportation of goods was of particular importance and the requirement was serviced by the extensive goods yard at Curzon Street which was located to the north of the station.

- 8.1.12 Further railway development took place with the provision of additional lines and railway stations which include Moor Street which was constructed in 1909 of a temporary station followed in 19919 with the station present today. The extensive rail network is evidence by the surviving viaducts that form part of the urban character of the study area.

- 8.1.13 Urban development and industrial development and diversification took place throughout the 19th and 20th centuries. The importance of the industrial basis is shown by the extensive bombing that took place during World War II which was principally targeted at industrial sites to disrupt wartime production, for example spitfires at Castle Bromwich.

- 8.1.14 Post war activity focused on urban renewal following the extensive bombing. This resulted in the creation of development areas. These included areas of housing along with urban regeneration that resulted in the removal of surviving elements of the 19th century industrial development, for example the redevelopment of the Curzon Street Goods Yard.

8.2 Archaeological potential

- 8.2.1 Within the study area the dominant element of urban landscape relate to the 19th and 20th century industrialisation although earlier elements of this survive. Despite the dominance of these, evidence for earlier activity and settlement can be expected such as that at Freeman Street associated with the periphery of the medieval settlement. Evidence of medieval utilisation of the valleys of the River Tame and River Rea may also be located. Evidence of earlier utilisation of the landscape may also be present preserved beneath later development.
- 8.2.2 The valleys of the River Rea and River Tame, as a result of the anticipated waterlogged conditions, have the potential to contain preserved water logged artefacts along with palaeo-environmental indicators that would provide valuable information relating to past landscape conditions and human interaction with this.

8.3 Research potential and priorities

- 8.3.1 This section presents research questions which are specific to the heritage assets, either known or suspected, within the study area.

General

- 8.3.2 There is a paucity of evidence in terms of palaeo-environmental data relating to the environmental conditions present for all periods within the study area. The following research potential and priorities have been identified:
- if any palaeo-environmental remains are located within the waterlogged deposits, within the valleys of the River Rea and River Tame, what could these contribute to our understanding of environmental conditions and human interaction with the landscape during the early prehistoric period?

Early and later prehistory

- 8.3.3 Evidence for occupation during this period is sparse and poorly understood. The following research potential and priorities have been identified:
- within the study area there is minimal evidence for prehistoric occupation. To what extent is this true reflection of the nature of occupation and utilisation of the landscape during this period? and
 - can further study of any burnt mound sites found in the study area, help to identify correlation between burnt mounds and settlement?

Romano-British

- 8.3.4 Evidence for occupation and utilisation of the landscape is sparse. The following research potential and priorities have been identified:
- to what degree is the paucity of Roman-British occupation evidence, within the study area, a true reflection of the nature of occupation and landscape utilisation, in view of the road network and the existence of the fort and 'vicus'?

Early medieval

- 8.3.5 There is a lack of evidence for occupation during this period, apart from place name evidence relating to the principal settlements. The following research potential and priorities have been identified:
- what can be learnt of the early medieval origins of the settlement, can tangible evidence of occupation be located?

Medieval

- 8.3.6 Within the study area there are a considerable number of assets of this period which represent distinct aspects of the utilisation of the landscape. The following research potential and priorities have been identified:
- what can be learnt of the nature of settlement of the medieval urban fringe? and
 - can evidence of medieval utilisation of the watercourses of the River Rea and River Tame be identified?

Post-medieval and 20th century/modern

- 8.3.7 Evidence of occupation and activity during this period is dominated by urban expansion and associated industrial activity along with infrastructure development. The following research potential and priorities have been identified:
- what can the study of the burial population within the Park Street cemetery contribute to the understanding of the urban population of Birmingham during the 19th century and in particular the bias in the intended utilisation of this cemetery?
 - what can the burial population of the Park Street cemetery contribute at a local level to the burials investigated at St Martin's cemetery and at a national level for example at St. James's Gardens?
 - what can be learnt of the post medieval urban settlement and industrial activity from the archaeological record? and
 - what can be learnt of construction techniques of the 19th century railway infrastructure?

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London and Birmingham Railway Company. Birmingham Station. Principal Building. Plan of the basement walls of the principal building. Signed Philip Hardwick, Grissell and Peto, 1837

2001-7979 2 Birmingham Station. Principal Building. London and Birmingham Railway January 1837
'London and Birmingham Railway Company. Birmingham Station. Principal Building'. Ground floor plan of building. Signed Philip Hardwick, Grissell and Peto, 1837

2001-7979 3 Birmingham Railway Principal building London and Birmingham Railway, 1837

2001-7979 4 Birmingham Station Principal building London and Birmingham Railway Jan.1837
Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan gives layout of upper floor with sitting room and kitchen, 1837

2001-7979 5 Birmingham Station principal building London and Birmingham Railway Jan.1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick. Gives details of roof including gutters, binders, trusses and lead work, 1837

2001-7979 6 Birmingham Station principal building London and Birmingham Railway Jan.1837
Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq. Section showing trusses for the roof and ceiling timbers, 1837

2001-7979 7 Birmingham Station principal building London and Birmingham Railway Jan.1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq, showing front elevation of the building, 1837

2001-7979 8 Birmingham Station principal building London and Birmingham Railway Jan.1837
Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick of Grissell and Peto, Russell Sq, giving elevation of principal building next to rail, 1837

2001-7979 9 Birmingham Station, principal building London and Birmingham Railway Jan.1837
Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick of Grissell and Peto, Russell Sq. gives elevation of the flanks of the building, 1837

2001-7979 10 Birmingham Station, Principal building London and Birmingham Railway January 1837
drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq. Section through entrance and traffic office, 1837

2001-7979 11 Birmingham Station, Principal Drawing London and Birmingham Railway Jan.1837
Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq., showing section through the gateway passage and water closets, 1837

2001-7979 12 Birmingham Station, principal building London and Birmingham Railway Jan. 1837
drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq., showing a section of the base of the columns, 1837

2001-7979 13 Birmingham Station, Principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq., showing section of string course, profile of the balcony and profile of a baluster, 1837

2001-7979 14 Birmingham Station, principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Signed by Philip Hardwick, Grissell and Peto, Russell Sq. Showing exterior of first floor and board room windows, giving section, profile and plan of each one, 1837

2001-7979 15 Birmingham Station, Details of windows, principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), signed by Philip Hardwick, Grissell and Peto, Russell Sq. Details section of cornice and architrave, 1837

2001-7979 16 Birmingham Station. Detail of windows, Principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), signed by Philip Hardwick, Grissell and Peto, Russell Sq. Profile and front elevation of console, 1837

2001-7979 17 Birmingham Station. Details of principal building. London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto. Gives section of cornice over the gateway and vault, 1837

2001-7979 18 Birmingham Station. Detail of second floor windows London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Gives plan, section and front elevation of sills, 1837

2001-7979 19 Birmingham Station. Principal building g London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Details of capital, 1837

2001-7979 20 Birmingham Station. Detail of principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Detail of volute for the columns with section, 1837

2001-7979 21 Birmingham Station. Detail of principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Shows the profile of a volute, 1837

2001-7979 22 Birmingham Station, Detail of principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of upper diameter of columns, approx $\frac{1}{4}$ of total surface represented, 1837

2001-7979 23 Birmingham Station, details of principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Presents two sectional drawings; section of volute and section through centre of capital, 1837

2001-7979 24 Birmingham Station, details of principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), 1837

2001-7979 25 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), 1837

2001-7979 26 Birmingham Station. Principal Building London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Section of entrance lobby detailing windows includes plan, 1837

2001-7979 27 Birmingham Station, Principal Buildings London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), 1837

2001-7979 28 Birmingham Station. Principal Building London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Section showing the stairs and plan of stairs on the ground floor, 1837

2001-7979 29 Birmingham Station. Detail of Entrance Wall-principal building London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Sectional drawing of cornice, entablature over the columns, capitals and mouldings for the plinths, 1837

2001-7979 30 Birmingham station. Detail of the Entrance, principal building London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Sectional drawing for the pilasters and cornice above, 1837

2001-7979 31 Birmingham Station. Booking Offices London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of foundation walls, 1837

2001-7979 32 Birmingham Station. Booking Office. London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), 1837

2001-7979 33 Birmingham Station, Booking Office London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham, 1837

2001-7979 34 Birmingham Station, Booking office London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Elevation of booking offices next to carriage road, 1837

2001-7979 35 Birmingham Station. Booking Office London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Elevation of booking office next to rails, 1837

2001-7979 36 Birmingham Station, Booking Office. London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto. Side elevation of booking office with sectional drawings through water closets, passages and first class waiting room, 1837

2001-7979 37 Birmingham Station. Details of the booking offices London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq., 1837

2001-7979 38 Birmingham Station. Offices for Goods London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of foundation walls for goods offices, 1837

2001-7979 39 Birmingham Station. Offices for Goods London and Birmingham Railway Jan 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of the ground floor of the offices for goods with key, 1837

2001-7979 40 Birmingham Station. Offices for Goods London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of roofs and gutters of offices for goods, 1837

2001-7979 41 Birmingham Station. Offices for Goods London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Elevation from the road, 1837

2001-7979 42 Birmingham Station. Offices for Goods. London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Elevation of offices for goods next the rails and elevation of the ends, 1837

2001-7979 43 Birmingham Station. Offices for Goods London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Section Through the entrance and agents room, 1837

2001-7979 44 Birmingham Station. Offices for Goods London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Section through the down and up offices, 1837

2001-7979 45 Birmingham Station. Offices for Goods London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Full scale elevation of the cornice over the entrance door, 1837

2001-7979 46 Birmingham Station London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of stables, 1837

2001-7979 47 Birmingham Station London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Plan of Haylofts, 1837

2001-7979 48 Birmingham Station London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Plan of roofs and gutters with sectional drawings showing the truss over stables and the truss over harness room, 1837

2001-7979 49 Birmingham Station London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Two sectional drawings; 1. Section through stables with side elevation. 2. Section through harness room, 1837

2001-7979 50 Birmingham Station. Principal building, enrichment over entrance doorway. London and Birmingham Railway Jan. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Detail of decoration above the entrance doorway to the principal building, 1837

2001-7979 53 Locomotive Engine House in Birmingham Depot London and Birmingham Railway March 1837 Plan of round engine house with coke sheds, men's waiting room and superintendent's office. Showing front and side elevations, section through engine house, and pit. Signed Grissell and Peto, 1837

2001-7979 67 Arrival and Departure yard, Birmingham Depot London and Birmingham Railway Sept. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) Signed by R. Stephenson and Grissell and Peto. Gives general plan of arrival and departure yard with longitudinal section, 1837

2001-7979 68 Roof and stages for arrival and departure yard, Birmingham Depot London and Birmingham Railway Sept. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by R. Stephenson and Grissell and Peto. Section across arrival and departure yard showing roof and stages. Also an elevation of girders and columns, 1837

2001-7979 71 Birmingham Station, General plan of the Goods Station London and Birmingham Railway Sept. 1837 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). General plan of the goods station with the goods office building, also included is the retaining wall and stairs from street. Marked "Russell Square", 1837

2001-7979 74 Birmingham Station London and Birmingham Railway July 1850 Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), 1850

2001-7979 51 Birmingham Station. Principal building. London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Elevation of iron gates with written notes detailing how the gates should be constructed, undated

2001-7979 52 Birmingham Station London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway) signed by Philip Hardwick, Grissell and Peto, Russell Sq. Detail of iron gates, undated

2001-7979 54 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 55 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 56 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 57 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

- 2001-7979 58 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 59 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 60 London and North Western Railway, Birmingham Station London and North Western Railway Drawing of Birmingham station, undated
- 2001-7979 61 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 62 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 63 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 64 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 65 Birmingham Station. Plan Showing Junction with the Stour Valley. London and North Western Railway 'London and North Western Railway. Birmingham Station. Plan Showing Junction with the Stour Valley'. Large scale plan, undated
- 2001-7979 69 Elevation of Offices Fronting New Canal Street London and Birmingham Railway 'Elevation of Offices Fronting New Canal Street'. Includes departure yard entrance, arrival yard exit and archway for gentlemen's carriages, undated
- 2001-7979 70 Birmingham Station London and North Western Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Large scale plan of station and depot, includes surrounding streets and waterways, also highlighted is the proposed route of a new road, undated
- 2001-7979 72 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 73 Birmingham Depot London and Birmingham Railway Drawing, undated
- 2001-7979 75 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 80 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 83 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated
- 2001-7979 84 Bridge carrying the London and Birmingham Railway over Curzon St. Birmingham. London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway). Showing plan and elevation of bridge over Curzon Street, Birmingham, undated
- 2001-7979 85 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 90 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 91 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 92 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 93 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 95 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 96 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 97 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 98 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 99 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 100 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

2001-7979 101 London and Birmingham Railway Drawing relating to Curzon Street Station, Birmingham (London and Birmingham Railway), undated

Book of photographs of the London Midland and Southern Railways, undated